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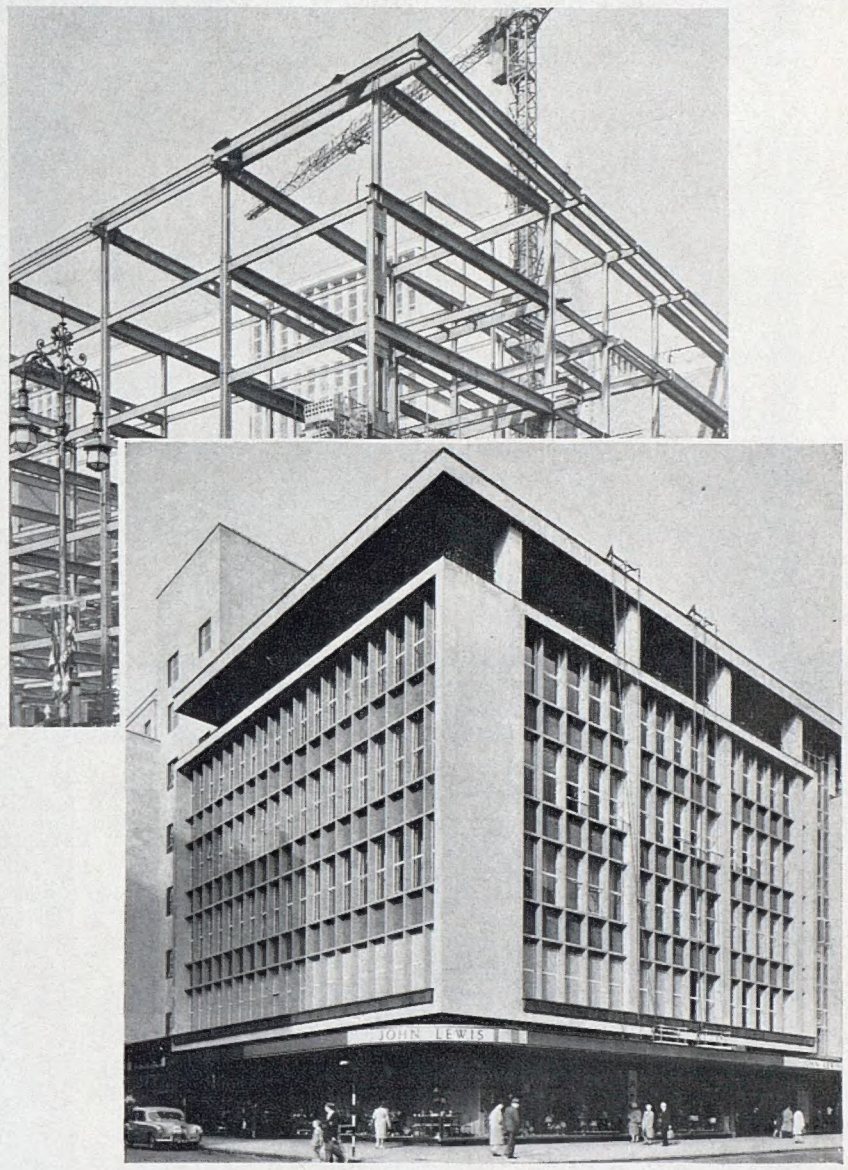

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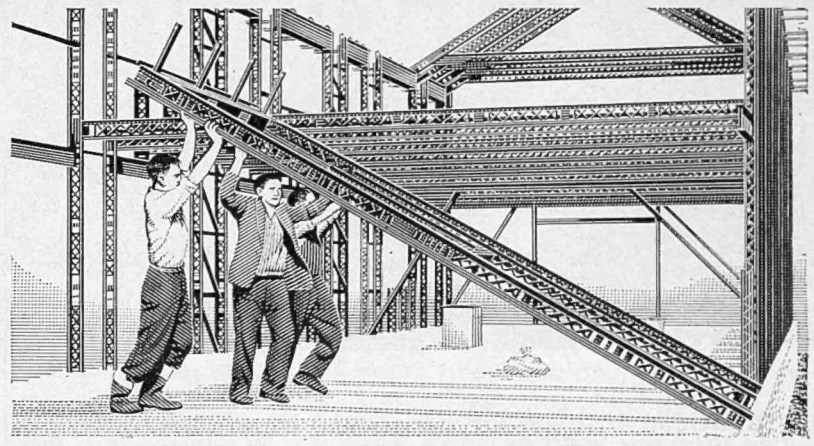
COMMUNITY HOUSING. 'CLASP' steel-framed system was used for this Old People's Home, Notts.



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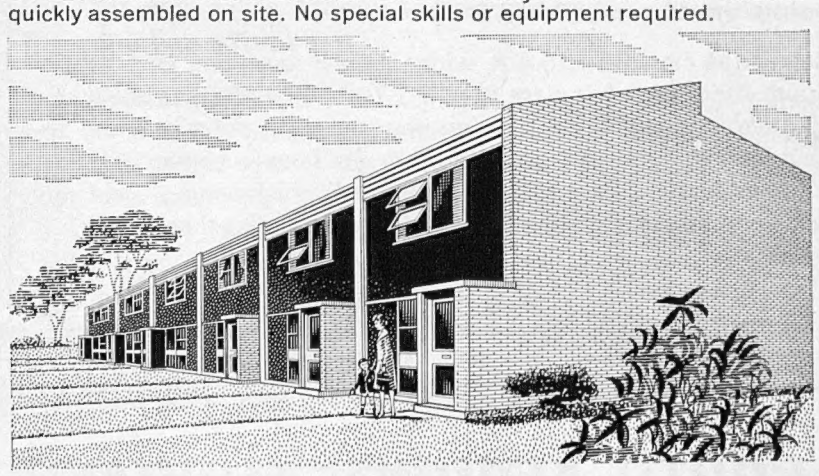

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Volume CCLVI No. 3321 LONDON, January 25, 1964

THE SPHERE

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Dr Julius Nyerere became President of Tanganyika in December, 1962. Until early this week, when the army mutinied and seized control of the capital, Dar-es-Salaam, Tanganyika had been one of the most stable of the newly independent African states. But last Monday's revolt by the army added to the tension already created in East Africa by the coup in Zanzibar (see also page 118)

UPHEAVAL IN EAST AFRICA

THE JORDAN WATERS

The meeting of Arab Heads of State in Cairo earlier this month, whatever it may or may not have achieved, was in itself a remarkable demonstration of unity by 13 countries which have not been exactly agreement-prone. To mention only a few of the outstanding disputes: there is the involvement of Egypt and Saudi Arabia on different sides in the Yemen; there is the still unresolved border clash between Morocco and Algeria; Cairo and Amman have been engaged in a bitter propaganda war; relations between Cairo and Damascus have been extremely strained ever since President Nasser began denouncing the Baath Party, which failed to hold power in Iraq but is still holding it in Syria. To persuade the Arab leaders to sink such differences, however briefly, and meet face to face was a notable achievement. The credit for it must go partly to President Nasser, who first called for an Arab summit meeting in a speech in Port Said last December. But there is no doubt the call would have been ignored by at least some of the Arab leaders, if it had not been linked with a problem which no Arab leader can afford to ignore: Israel. As President Nasser himself said: " For the sake of Palestine, we are ready to sit down with those with whom we have differences."

The problem of Israel has suddenly become acute again, because the Israeli plan to divert the Jordan waters in order to irrigate the barren land in the south is finally nearing completion. As this ambitious project will draw on the waters of Lake Tiberias (the Sea of Galilee), which is within Israeli territory, neither Jordan nor Syria, the countries most likely to be affected, can accuse Israel of any territorial violation. But the Arab case is partly economic, partly political. The River Jordan not only forms a boundary between Jordan and Syria and a state they do not recognise, Israel, it is also the only source of water in an area that is desperately short of it.

The Jordan waters, in fact, comprise three lakes and several rivers. Lake Huleh, at the northern tip of Israel, is fed by three streams, one of which—the Bisbani—rises in Lebanon, the other two—the Banias and Dan—in Syria. The remaining two Jordan tributaries flow in south of Lake Tiberias, the Zerka entirely in Jordan territory, the Yarmuk, which is the largest, at a point just south of the lake where the Jordan forms the boundary between Israel and the Kingdom of Jordan. Only about 25 per cent. of the total flow of the River Jordan originates in Israeli territory. So, while the Arabs can rightly claim that three-quarters of the Jordan water comes from Arab territory, the Israelis control the two natural reservoirs, Lake Huleh and the Sea of Galilee.

The fact that 85 per cent. of the Jordan waters has been going to waste in the Dead Sea, while the land on both banks of the river is crying out for irrigation, has long been recognised by the technicians as an absurdity. Over the past 20 years a succession of plans has been put forward. The first was the Lowdermilk project, which proposed something on the lines of the Tennessee Valley Authority. The Palestine war of 1948 and the establishment of the State of Israel made it unacceptable to the Arabs. The Macdonald plan in 1951, which was drawn up at the request of the Jordan government, also had a fatal weakness: it required the use of Lake Tiberias as a storage reservoir and Lake Tiberias is in Israel.

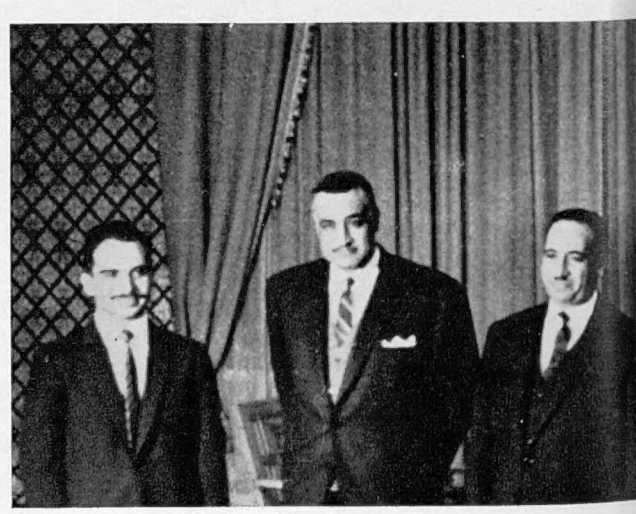
The most ambitious of all the schemes, the Johnston plan, named after President Eisenhower's personal envoy in the Middle East, came near to being accepted when it was revised in 1956 to exclude the use of Lake Tiberias. This plan, which would have given the Arab countries 60 per cent. of the water and Israel 40 per cent., was agreed at a technical level by both Arabs and Israelis but was rejected by the Arab governments. Again their objection was that any such agreement would mean recognising the State of Israel.

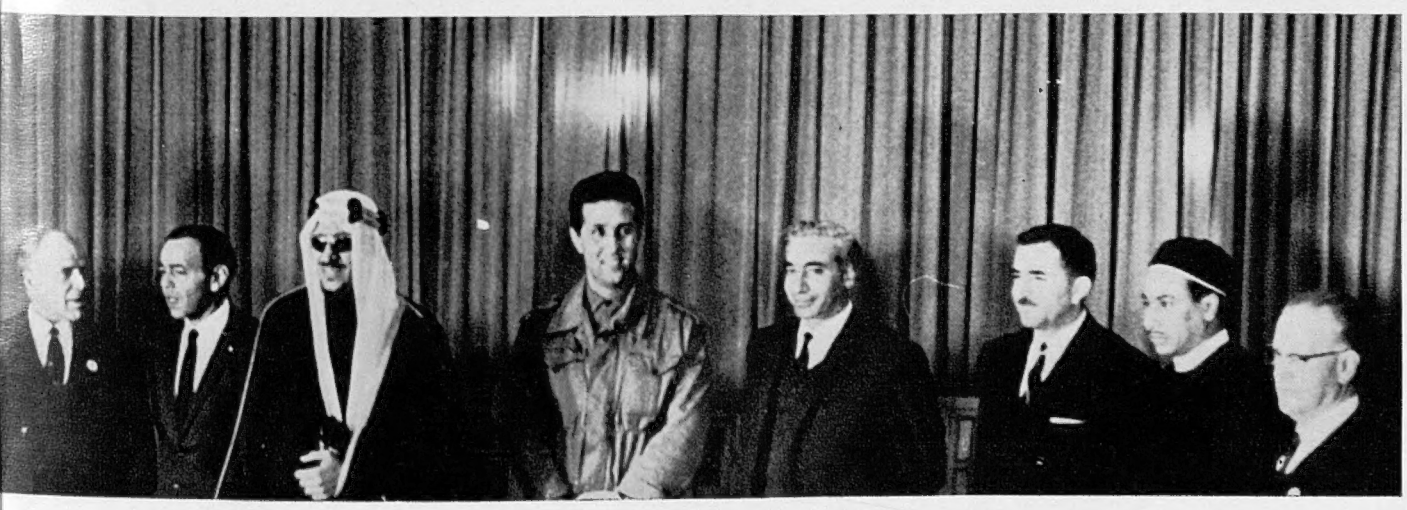
The Israeli government's claim that the pipeline from Lake Tiberias to the Negev, which is due to come into operation in about six months' time, will only eventually divert the 40 per cent. of water allocated to Israel under the Johnston plan does not really meet the main Arab objection, which is that the ultimate aim of this diversion is to bring enough virgin land under cultivation to accommodate a large number of fresh immigrants. The Arabs also argue that the Israeli diversion will increase the salinity of the water —already high—south of Lake Tiberias. This particular argument has been weakened by the fact that Jordan has already diverted water from the Yarmuk for irrigation purposes.

The real issue, however, as far as the Arabs are concerned, is not one of salinity but of a possible increase of population which will merely, in their view, increase the danger of Israeli expansion.

What, if anything, can the Arabs do? A technical committee of the Arab League has been working for a long time on a counter-plan to draw off the Jordan tributaries. This would probably lower the level of Lake Tiberias sufficiently to cut Israel's intended diversion by at least half. But it would be an expensive operation taking several years to complete.

The meeting of Arab chiefs of staff in Cairo in December was clearly convened to consider the alternative: military force. Here too, on a purely practical plane, there are obvious difficulties. The setting up of a joint Arab military command which was agreed in Cairo, is a formal decision already provided for in the Arab League Charter. But the practical implementation will not be easy. The Iraqi army has its hands full with the Kurds in northern Iraq; the Syrian army is deeply involved in governing the country and is at daggers drawn with Cairo; the Egyptians, on whom the main burden of any military action would probably fall, are heavily committed in the Yemen. If a compromise settlement were reached in Yemen, which allowed the Egyptian troops to return home, this would suggest that the Arabs mean business. President Nasser himself has made it clear that he has not forgotten the bitter lesson of Arab military disunity which he learned at first hand in the Palestine war 15 years ago. **D. J. S. Thomson**





Above: This is part of the pipeline that is causing the trouble. Being built by the Israeli Government, it runs from Lake Tiberias to the arid Negev desert

Left: In a remarkable demonstration of unity, Arab Heads of State attend the Pan-Arab Summit meeting in Cairo. At this banquet are, from left, King Hussein of Jordan; President Nasser of the UAR; President Arif of Iraq; President Bourguiba of Tunisia; King Hassan of Morocco; King Saud of Saudi Arabia; President Ben Bella of Algeria; President Hafiz of Syria; Prime Minister Rashid Karami of Lebanon; Crown Prince al-Hassan Rida of Libya; and Secretary-General Abdul Khalik Hassouna of the Arab League

NEWS SUMMARY

Mr Robert Kennedy meets President Sukarno; army revolt in Tanganyika; pre-election speeches

118 **INTERNATIONAL**

The talks in Tokyo between President Sukarno of Indonesia and Mr Robert Kennedy, the United States' Attorney-General, which ended at the weekend, were summed up somewhat laconically by Mr Kennedy who said " some progress " had been made towards bringing those involved in the North Borneo dispute to the conference table. While there was no indication that the President had agreed to withdraw his well-armed infiltrators, who have been increasing their attacks on Commonwealth troops in Malaysia, speculation about a truce resulted from the talks. Meanwhile, Mr Kennedy indicated that he would visit Britain on his way home from the Far East to pass on his findings to British officials.

In Paris, M Edgar Faure, a former French Prime Minister (1956-57), was tipped as France's first ambassador to Communist China. President de Gaulle's reported plan to establish diplomatic relations with Pekin has brought a further worsening in Franco-American relations. " Untimely " was the word for it in Washington where it was feared that it would increase China's chances of gaining a seat at the United Nations. (See also pp. 128-132.)

Equally untimely from the Washington point of view was the demand, made in New York by Dr Aquilino Boyd, the Panamanian Ambassador to the United States, that the US should give up its right to operate the Panama Canal and hand it over to the Panama Republic. Dr Boyd reaffirmed that diplomatic relations between the US and Panama—broken as a result of the recent anti-American rioting in the Canal Zone—would not be resumed until the US agreed to renegotiate the treaty between the two countries.

Mr Robert Kennedy talks with President Sukarno

AFRICA

Troops of the Tanganyikan army mutinied early on Monday and were soon reported to have seized control of the capital, Dar-es-Salaam. The Presidential Palace was surrounded.

One of President Nyerere's latest moves in the Zanzibar crisis was to dispatch 130 armed police to assist President Abeid Karume's Revolutionary Government restore order in the island, but by Monday he had not recognised the new regime there, although Kenya and Uganda had already done so. So had Cuba, East Germany, Bulgaria and China. The British Commonwealth and Colonial Secretary, Mr Duncan Sandys, told the House of Commons at the end of last week that British recognition had been deferred because of the uncertain position of the new Zanzibar Government. Meanwhile, the deposed Sultan of Zanzibar flew from Tanganyika to Britain. "Field Marshal" Okello was reported to have left Zanzibar for Tanganyika. It was the danger threatened by Okello's hard core revolutionaries that led President Karume to appeal to President Nyerere of Tanganyika for police reinforcements. Karume has also asked that about 100 British expatriate civil servants should continue to serve in Zanzibar. But British refugees left in large numbers for Mombasa on Friday where they were received by the British High Commissioner in Kenya, Sir Geoffrey de Freitas.

GREAT BRITAIN

The Conservative Party was still concerned about Mr Iain Macleod's *Spectator* article in which he attacked the procedure by which Sir Alec Douglas-Home became Prime Minister.

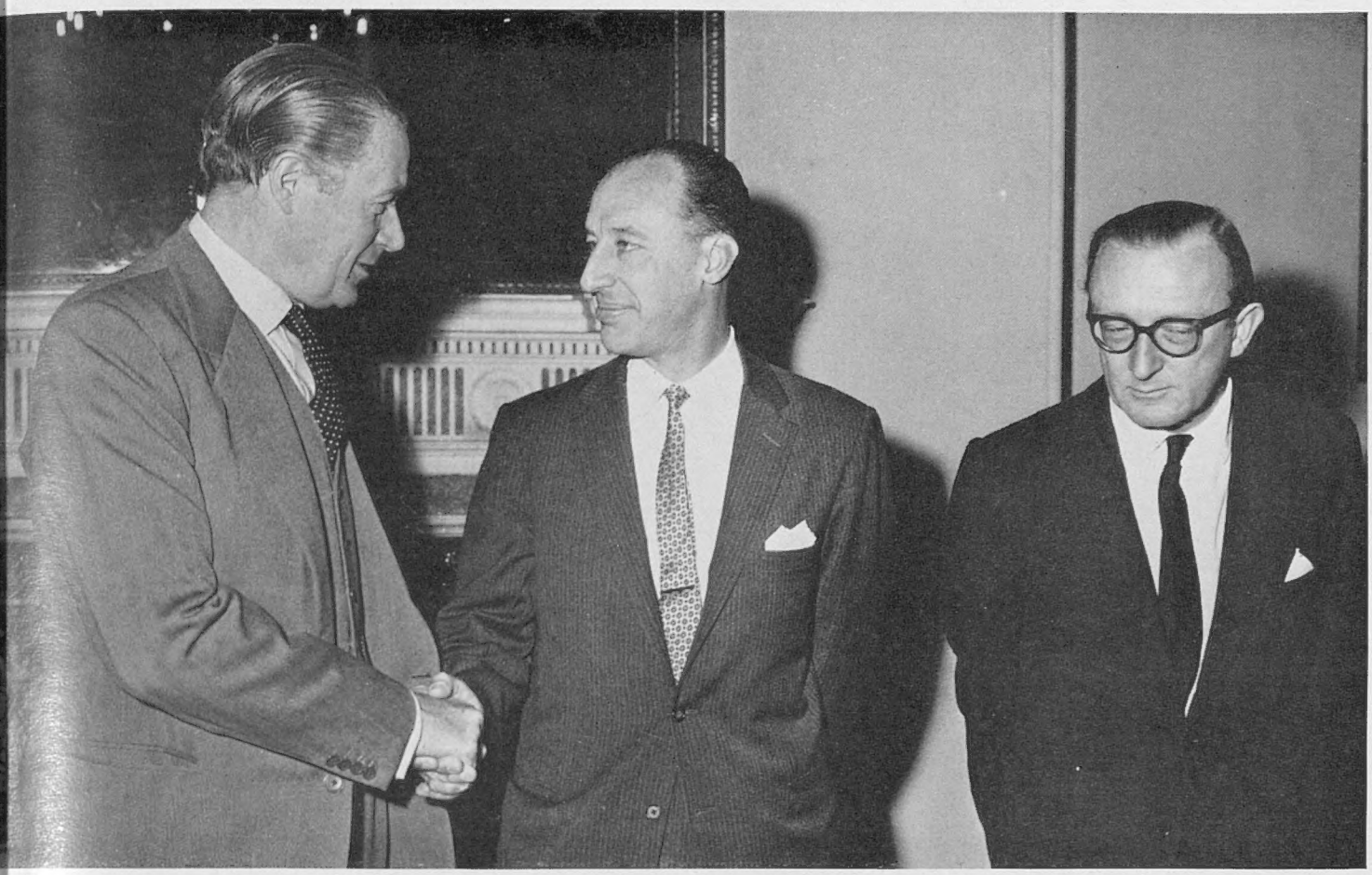
In Birmingham Mr Harold Wilson launched his pre-General Election bid for power with a speech in which he spoke of the " chill frost of Tory leadership " and painted a Utopian picture of Britain under Labour.

The possibility of an early General Election brought speculation about four pending by-elections—at Devizes, Bury St. Edmunds, Winchester and Runcorn. None would take place if a General Election were held in the spring.

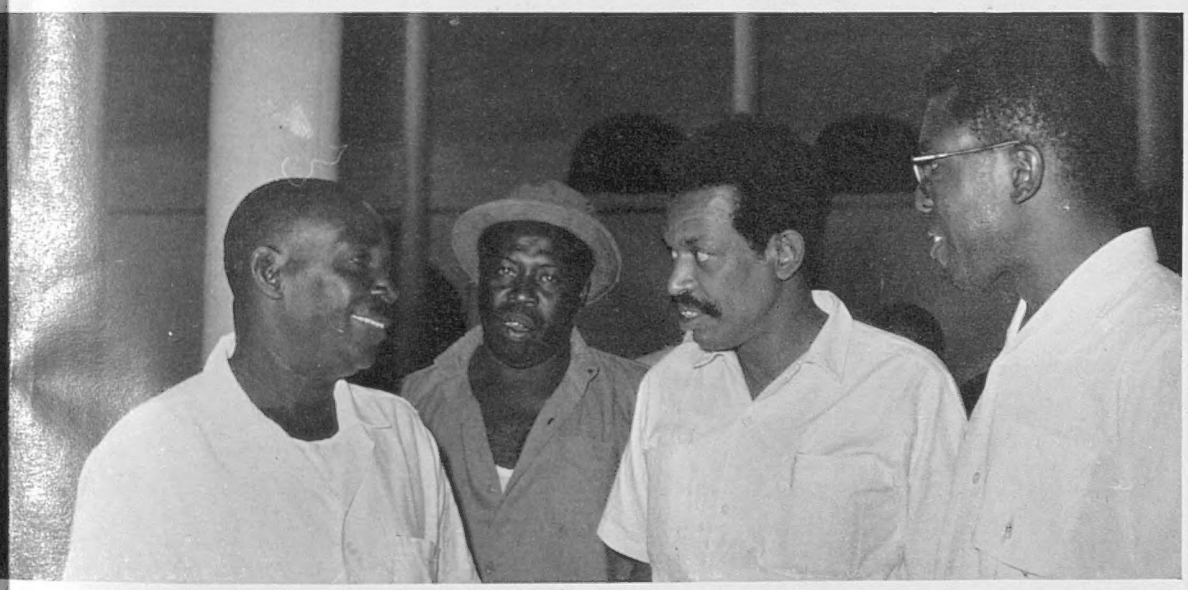
Britain's policy of friendlier relations with Eastern Europe countries was carried a stage further by the official visit of Mr Piotr Jaroszewicz, First Deputy Prime Minister of Poland. He was to meet the Prime Minister, the Foreign Secretary and the President of the Board of Trade before returning to Warsaw.

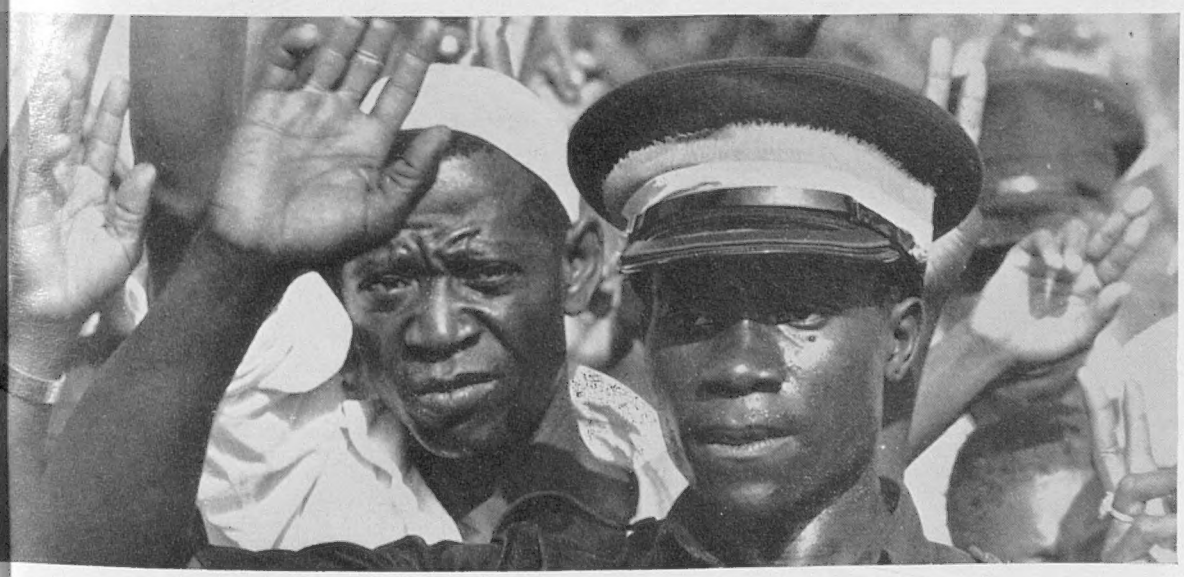
At the end of a flying visit to Britain M Gaston Naessens, the French biologist, decided that he would not come to Britain to develop his serum which, he claims, has cured certain kinds of cancer. Mr Daniel Davie, a Scottish businessman, had offered Naessens £3,000 a year to continue his research in Britain.

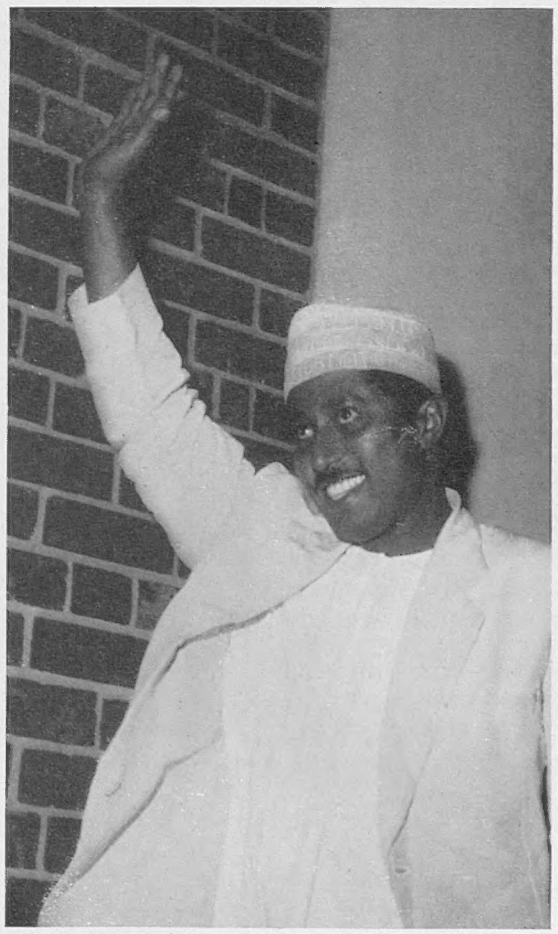
Last weekend BOAC, with the Anglo-French Concord already earmarked for its use, was said to be considering ordering, in addition, the proposed US supersonic airliner.



Left: After his arrival in London from New York, Senor Jose Rolz-Bennett the United Nations' Observer for Cyprus shakes hands with Mr Duncan Sandys, Commonwealth and Colonial Secretary, who is presiding over the Cyprus talks. On the right is Lord Carrington, Minister without Portfolio at the Foreign Office. Senor Jose Rolz-Bennett of Guatemala was in London to discuss the terms on which a United Nations' observer might be stationed in Cyprus. Besides Mr Sandys, he met and had talks with Mr Kyprianou, the Cyprus Foreign Minister, and with the leaders of the Greek Cypriot and the Turkish Cypriot delegations, Mr Glafkos Clerides and Mr Rauf Denktash. Before leaving for Cyprus to see the UN representative there, Lieut. - General P. S. Gyani, Senor Jose Rolz-Bennett had talks with Mr Butler, the Foreign Secretary. He was to return on Monday to New York to report to the Secretary - General. The Cyprus conference adjourned to Chequers for the weekend where the two delegations were entertained separately

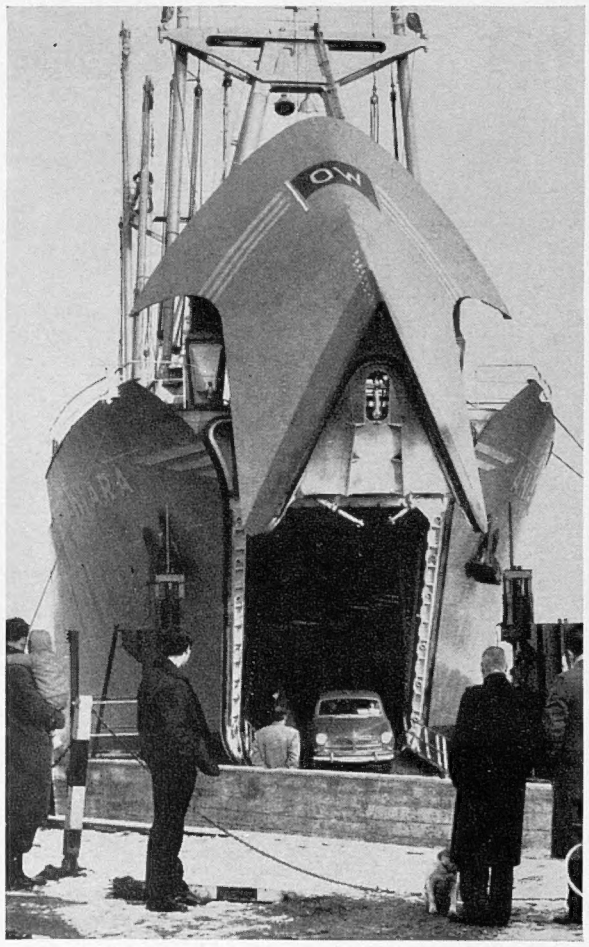






Above: The deposed Sultan of Zanzibar arrives in England
Left: "Field Marshal" John Okello, the Cuban-trained rebel leader in Zanzibar, at a rally on the island
Above left: The new President of Zanzibar, Abeid Karume, is on the left of the group with the Foreign Minister, Abdul Babu (with moustache)
Far left: A rebel guard on the airport control tower near the flag of the new revolutionary government

THE NEWS IN PICTURES



The "Aniara" unloads at Harwich

Foreign cars are unloaded from the bows of a ship for the first time when the *Aniara* arrives in Harwich with a cargo of 100 vehicles from Sweden

Proposal to end price-fixing

Mr Edward Heath, Secretary for Industry, arrives for a Cabinet meeting at No. 10 Downing Street. Last week he announced in the Commons early legislation to end resale price maintenance (price-fixing). The Government had concluded that it should be presumed against the public interest unless proved to the contrary. Provision would be made for appeal before a judicial tribunal

Chou En-lai travels in style

A Rolls-Royce with motor cycle escort sweeps President Nkrumah of Ghana and his guest, Mr Chou En-lai, the Chinese Prime Minister, through Accra. For security reasons details of Chou's tour were not published, but at Tema, Ghana's new port 22 miles to the north, he mingled with harbour workers. After his stay in Ghana, Chou left for Mali

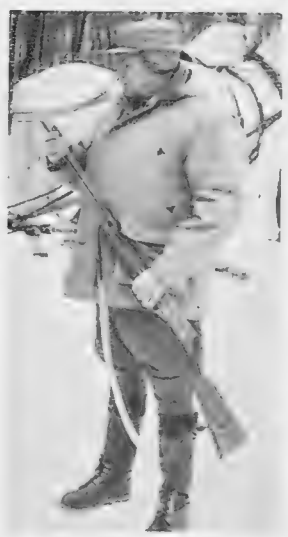
Piping the salmon in Scotland

Pipe-Major George Smollett heads a procession of anglers to Loch Tay at Kenmore in Perthshire. This ceremony last week marked the traditional opening of the Tay salmon rod-fishing season

THE NEWS IN PICTURES

Dr Erhard gives a luncheon in London
The West German Chancellor, Dr Erhard, meets the guests at a German Embassy luncheon at which he is host. He was in London for talks with the British Government last week. From left, foreground, Mr R. A. Butler, Mr Harold Wilson, Dr Erhard, Sir Alec Douglas-Home and Dr Schroeder, the Foreign Minister of West Germany

Helping hands in Moscow for Castro
In the children's playground of the Tainitsky Garden near the Kremlin, Fidel Castro, the Cuban Premier, gets a push from Russian friends down a slide. On his left is Mr Khrushchev, who promised again to help him beat the US blockade



Hunting trip in Yugoslavia
President Tito of Yugoslavia checks his shotgun while out hunting with foreign diplomats near the border between Yugoslavia and Hungary

A LONDON NEWSLETTER

13-15, John Adam Street, London, WC2

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A dreadful future

The secretary of the Clerical and Administrative Workers recently advised trade unionists that they should now be thinking and planning in terms of a three-day week. This advice is not quite as unrealistic as it sounds. He suggested that working days must be staggered and that rosters must be kept so as to ensure that the maximum number of men and women are assured of gainful employment while the nation's productive capacity continues to be used to the full. So the danger of unemployment will be avoided as we move into the robot age. But the implications of his three-day week vision are nightmarish enough for me. Examine them in any order you please: Two to three more " holiday " days will be added to every week of the year and the effects of that on the roads should strike terror to Mr Marples' heart. Men working a three-day week will hardly be content to receive three days' pay at current rates. That should make employers and " guiding lights " feel and look rather dim. And " oh far worse than all beside," the thought of four days of idleness every week, before the first lesson in the right use of leisure has been learned, presents a problem for sociologists which might well turn them mad. Bingo, cup ties, slaughter on the roads, caravans and circuses. Congestion on every open space multiplied like litter after bank holiday—and still millions of workers " all dressed up and no place to go " . . . a nightmare indeed. Until the right use of leisure has been blue-printed, let alone generally understood, the advantages of a five- or six-day working week will outweigh every benefit which a three-day week might seem to offer. The " unemployment " problem would soon be a tragedy which would turn the wicked '30's into a flea-bite.

The nearly finished Strand Underpass, London, from the Waterloo end. It was to be opened earlier this week

The Public Trustee

As a young barrister, I spent a year or two in the newly formed Public Trustee Office under its first chief, Charles Stewart. That was before facilities were given for widening the type of investment available in trusts that had no investment clauses. In such cases, the choice of investment was strictly confined to the then current list of trustee investments, of which Government and certain corporation and British Railways prior charges were the principal choices. Even where an investment clause allowed greater latitude, the then chief of the Investment Department, Mr E. W. Thomas, was advised by the Government brokers, and I shudder to think how much of the fortunes of widows and orphans went down the drain over the years in South American railway prior charges, then " safe " and popular counters. Not even Government brokers can peer into the future farther than can statesmen, and it would have needed transcendant prophets to foresee what losses the future held for " safe " investments in South American concerns or, for that matter, in gilt-edged British securities after wars and nationalisations. I do not know if the Public Trustee's investment department is still advised by the Government brokers. Certainly it is true that trust portfolios switched to equities have produced extraordinary capital appreciation in the last decades, and it is natural enough that beneficiaries denied these luscious increments should complain. But whether with justice, I do not know. They enjoy the Government's guarantee against loss of capital in specified circumstances and that guarantee perhaps calls for " safety first." Bank trustees, adopting a more liberal policy, have certainly been " justified by works " in many cases. But who can foresee the length or the remarkable results of a period of inflation? Those equities most tipped for capital appreciation are subject to temporary declines and often yield very low dividends, and a trustee is bound to secure a reasonable income to the life beneficiary while he considers the ultimate benefits to the trust.

A new way with vandals

For my part, I subscribe to the Vicar of Bramber's hideous curse on the unknown vandals who desecrated his God's acre. I should like the Church to put a hideous curse on all vandals, anonymous letter writers, litter-fiends, road-hogs and morons and criminals of every grade—always provided the curse is both hideous and effective. Where the police fail,

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Left: Mr Justice Hinchcliffe walks through a snowy Aylesbury, at the opening of the Buckinghamshire Assizes
Top left: Before the Assizes, policemen walk in procession with pikes

Below: The Queen Mother arrives at Liverpool Street Station, London, from Sandringham. On February 7th, the Queen Mother is to leave London for a tour of Australia and New Zealand

the intervention of the parson is desirable. Actually the Church does not yet recognise this method of reducing crime, although there is a fine precedent in the *Ingoldsby Legends*. There, a high prelate cursed with bell and book the unknown pilferer of his grace's ring. At first no one seemed a penny the worse for the curse. But in due course the local jackdaw began to moult and in distress revealed the cache. The prelate relented, and the bird was restored to health and favour, and made a resolution to sin no more. It was as easy as that to curb the crime wave in Rheims. People in Bramber were closely watching their neighbours for signs of moulting and wilting while the Bishop of Chichester reserved comment. If it succeeds, it will be a triumph for the Church and an immense saving for the taxpayer and insurance companies. The vicar (who did not admit that the damage done had been repaired by the local police) considered that his curse had " worked," and cancelled it.

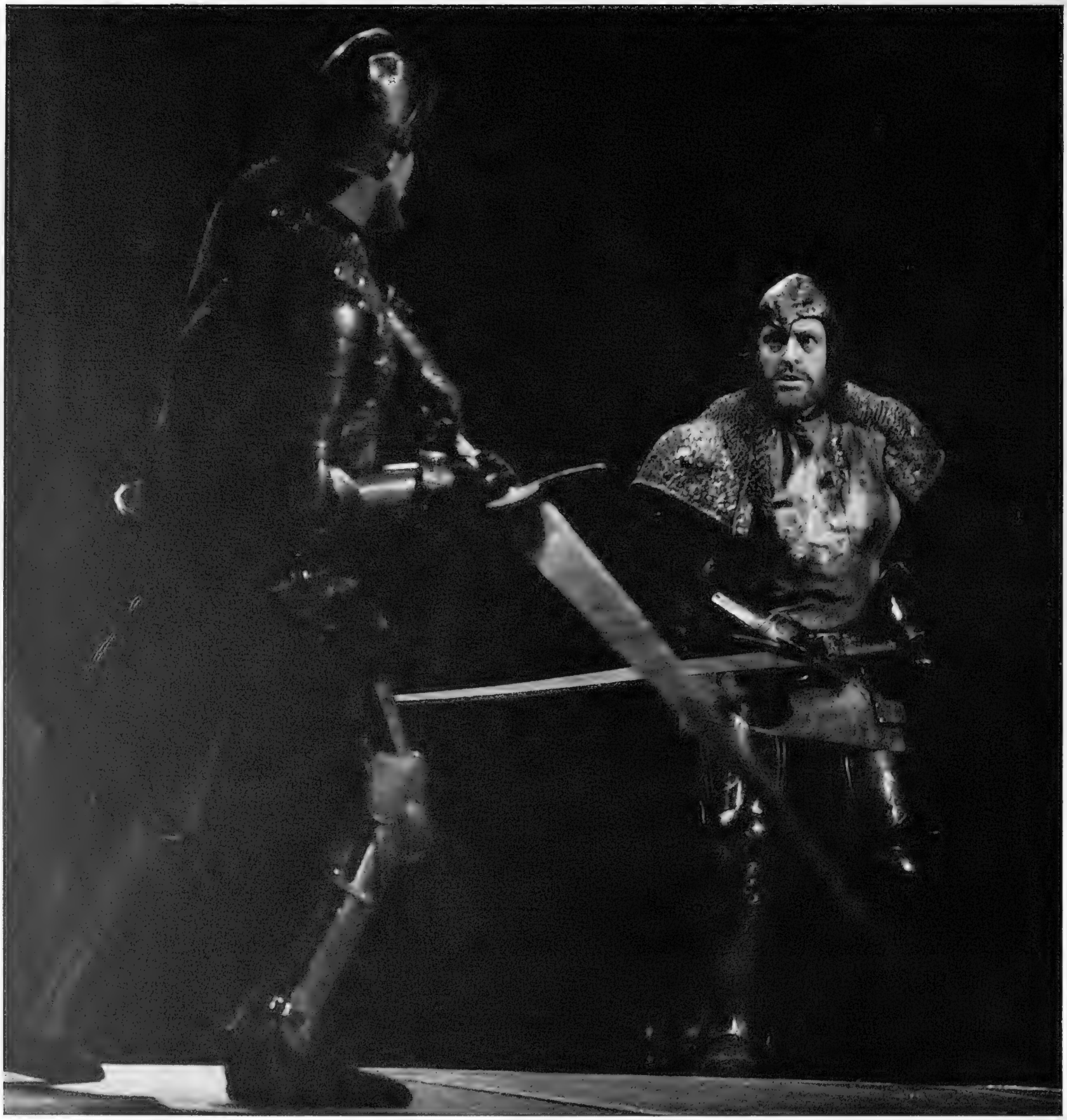
" Army language "

The Birmingham Rolling Mill workers—300 strong and squeamish—who walked out because their foreman was in the habit of using " Army language " registered a timeous gesture. Lady Chatterley is far too often cited as a legitimate excuse for colourful words. I suppose it *is* fair to describe a constant flow of four-letter words as " Army language." My recollections of drill on the square suggest that decades before Lady Chatterley became the national authority for pure English, drill sergeants had anticipated her authority and usually got away with it without reproof. The CO turned a deaf ear and the recruits positively throve in the hothouse atmosphere. It reminds me of the yokel in the local who asked " What's the meaning of this 'ere ' one man, one vote'?" The reply, " Why, one —— man, one —— vote " gave him a perfectly lucid explanation.

Dazzling centenaries of 1964

The year 1564 deserves its quatercentenary celebrations at any rate. It was a wonder year for the birth and death of famous men, not only in England, with Shakespeare and Marlowe (if Marlowe's birth in 1564 is more than a tradition). Italy is entitled to vie with us in pride of commemoration for in that year Galileo was born and Michelangelo died. Shakespeare and Galileo make up a pretty handsome offering to humanity by a single year. The year 1964 offers plenty of lesser centenaries for commemoration, in politics, science, literature and the arts. I will name a few at random. Grey of the Reform Bill, the Clifton Suspension bridge, Phil May, the *Apologia pro sua vita*, and that thriller, *Uncle Silas* by S. Lefanu. The year is the 700th anniversary of the founding of Merton College and the 200th of Brooks' Club. *The Old Stager*

A STRENGTH OF ACTING



GORDON GOODE

In the sweating fury of battle in *Edward IV*, Richard, Duke of York (Donald Sinden) faces up to Lord Clifford (John Corvin) champion of the House of Lancaster

Judging by the last 12 months or so, the English stage is very much an actor's and director's province: the competition between the Royal Shakespeare and the National Theatre is already having a discernible effect on classical acting standards. Shakespeare's quatercentenary could hardly have started in a more exemplary fashion than it has, with the London presentation at the Aldwych, for a short season, of the Royal Shakespeare Company's refashioning into a trilogy of Shakespeare's three *Henry VI* plays and *Richard III*. Brilliantly directed by Peter Hall, the company provides a remarkable all-round level of acting in a multitude of parts. The gory power struggle of *The Wars of the Roses* comes over with stunning impact and clarity. Battle scenes such as these, designed with superb imagination, add to the meaning of the drama, rather than being jolly sideshows. It would be a tragedy indeed if the Treasury does not give the Royal Shakespeare a bigger grant to enable it to carry on in London. Meanwhile, at the Piccadilly, Trevor Howard is giving a performance of great skill and pathos in Strindberg's charting of the seething depths of sexual jealousy in *The Father*. Caspar Wrede's production is helped by a neatly modern, new translation by Michael Meyer.

ANTHONY CRICKMAY

Above: Moments in the Sex War as plotted by Strindberg in *The Father*. On the way to submission, the Captain (Trevor Howard), talks to his daughter Bertha (Jo Maxwell-Muller)
Above left: The Captain's Wife, Laura (Joyce Redman), listens to him, stony-faced
Left: And at the end, he is coaxed into a strait-jacket by his old nurse (Gwen Nelson)

THE VOICE OF THE COMMONWEALTH

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HIGH COMMISSIONERS IN LONDON 7 — TRINIDAD

Among the Heads of Diplomatic Missions in London, there is at least one name which every schoolboy knows. Yet great as has been his career as a cricketer, the game represents only one of the many facets of the character and career of Sir Learie Nicholas Constantine. He is a big man in every sense of the term.

When one surveys his numerous records in cricket, it is not always realised that he is the second generation of his family to have represented the West Indies. His father came over with the first-ever West Indian party to tour England at the beginning of the century and played regularly for his country until the start of World War I. The son's period of West Indian representation spans the years between the two wars. Has he ever played any other game? Football, for instance. "No. My father forbade it. He used to say cricket is a very jealous game."

A stock question by interviewers is to ask their subject what he would like to be if he could have his career over again. I admit Sir Learie's reply surprised me at first. He would like to have been a musician. "I love it, though I can't play a note." He is just as happy talking about Beethoven or Bach as he is about great cricketers. Of course, the surprise soon wears off when one realises that here in Sir Learie is a living embodiment of what Cardus has to say about the relationship between cricket and music.

Who was the greatest cricketer among his contemporaries? "Hobbs, undoubtedly" is the answer. Hobbs, Sir Learie implies, was music at the wicket. And Sir Donald Bradman? "Bradman was a wonderful machine but he wasn't musical."

Other facets of the High Commissioner's career are that he is a barrister (a member, now bencher, of the Middle Temple); has been in local and national politics, holding ministerial rank in his own government; is a diplomatist who is soon leaving the appointment in which he has been outstandingly successful; is a broadcaster, journalist and author who needs no introduction to a very wide public; and a conversationalist and wit who is one of the best after-dinner speakers in London. Yet when all this is said and done, I believe it takes second place to the abiding passion of his life. This is his burning desire to work for coloured people in Britain or anywhere else. If you ask him how British attitudes towards coloured people in Britain compare with when he first came to the country in 1923, he says there's no comparison at all. What he does not add, and never would, is that considerable share of the credit for this improvement belongs to himself. One begins to understand why Sir Learie feels as he does when you learn a little of his early life story. He was born in 1901. In his childhood his grandfather and grandmother were still alive—both lived well into their 90's. And they had been slaves before the Abolition in the British Empire in 1834. Hearing them recall their days in slavery must have been one of the important formative impressions on the grandson.

Today he thinks Britain's policy of granting independence to nations, as in the past it has done for individuals, is strengthening the links of the Commonwealth. "I'm a 100 per cent. Commonwealth man," he declares, "and I believe the Commonwealth can be the third force in the world." There are still many problems to be solved which are the legacy of Colonialism, but they can be overcome. For example, the root cause for the emigration from Trinidad and Tobago or for that matter the West Indies is economic poverty. It would soon stop on any sizeable scale if that were righted. Industries should be set up there, such as the manufacturing of car parts. One feels that much of Sir Learie's time and energy is spent in preaching this gospel in Britain.

His feelings toward the British are very warm and after his retirement from the High Commissionership, he plans to stay in this country to further the cause of coloured people and the eventual goal of integration of all races. After a few minutes' conversation with Sir Learie, it is impossible to believe that anyone could see any sense in apartheid.

His public services have been recognised in the award of the M.B.E. in 1945—he was a Welfare Officer of the Ministry of Labour during the war and immediately after it—and of a knighthood in 1962. He is a man of diffuse interests but when one comes to sum him up, one realises that whatever his activities, they reflect his real interest, which is not the single sphere of cricket or music, or the law or diplomacy, but, in one word, humanity. **Charles Dimont**

Sir Learie Constantine at the Middle Temple in 1954

Above: Receiving the Freedom of the Borough of Nelson in Lancashire, in April last year, Sir Learie is presented with a silver salver by Sir Andrew Smith, the oldest Freeman of the Borough. With them are Lady Constantine and Mr Andrew Bannister, another Freeman

Left: On Commonwealth Day 1963, Sir Learie and his wife walk past the guard of honour at Westminster Abbey for the Commemorative Service

Left: With Nassau Harbour in the background, a huge crowd of Bahamians gather at Clifford Park to celebrate self-rule for the islands
Below: The Governor of the Bahamas, Sir Robert Stapledon, takes the salute from the Guard of Honour at the opening of the day's ceremonies

Above: At the celebrations, the Hon. Robert Symonette, Speaker of the Bahamas House of Assembly, and his wife, sit behind the islands' new mace. Mr Symonette's father, Sir Roland, is the Bahamian Premier
Far left: From left to right: Mr and Mrs Nigel Fisher; Sir Roland and Lady Symonette; and the Governor, Sir Robert Stapledon
Left: Sir Ralph Grey, at present Governor of British Guiana, is to succeed Sir Robert as Governor of the Bahamas

In bright sunlight that the Bahamas enjoy day after day, the islands celebrated a change in their constitution that gives them self-rule. This follows the decisions made at the Bahamas Constitutional Conference in London last spring. For 235 years the islands had been governed according to unwritten laws similar to those of the North American colonies before the War of Independence. But the Bahamians have not found them onerous. Having achieved internal self-government, leaders of the United Bahamian party, the strongest in the islands, have always stressed their anxiety not to lose their ties with Britain. It is from Britain that the islands hope to win the greatest increase in tourism. After recent cuts in air fares, holidaymakers from Britain can spend 14 days in their perfect climate for less than £200.

At the ceremony Britain was officially represented by Mr Nigel Fisher, Under-Secretary of State at the Colonial Office. Mr Fisher had played a leading role in drafting the new constitution at the London conference. Amid national rejoicing, the reins of government were formally handed over by the Governor of the Bahamas, Sir Robert Stapledon. Hitherto he has been the colony's chief executive. Now his executive functions have been taken over by a cabinet of eight ministers, led by the Premier, Sir Roland Symonette. The Governor will act in foreign affairs, defence and internal security on the advice of the ministers. Sir Robert will be retiring soon from the Governorship. His successor is Sir Ralph Grey, at present Governor of British Guiana.

CHINA—INDESTRUCTIBLE, AMBITIOUS AND

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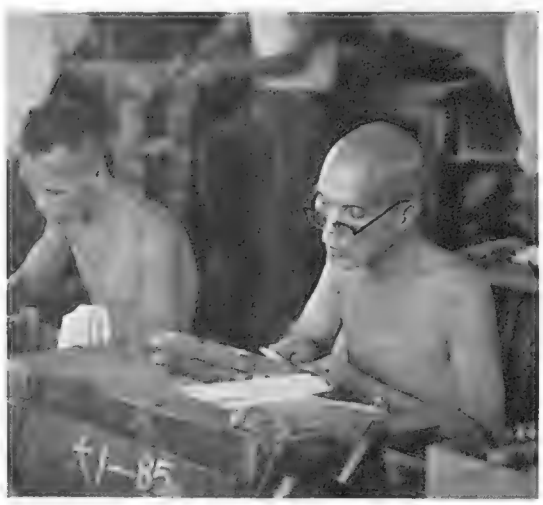
It was, unexpectedly, General de Gaulle who used the phrase. At a press conference at the Elysee last summer he called Chou En-lai's China "an empire, indestructible, ambitious, deprived of everything." Seven words aptly summing-up this vast country of 4·3 million square miles. China is an empire—a Communist empire—and, with a population of 700 million, she is virtually indestructible. She is ambitious, seeing herself as eventually wresting world Communist leadership from that other Red empire beyond her western borders.

Deprived of everything? Well, not quite everything. Yet Mr Chou's China is hardly a land of plenty. It is true that cotton cloth ration coupons were increased recently and cement production in the first ten months of last year was 24 per cent. higher than that of the corresponding period in 1962. But, according to unofficial foreign estimates, China's food production, like that of the rest of Asia, is failing to keep pace with her increase in population. Last year the wheat harvest was believed to have improved, but this was probably offset by the effects of drought on the rice crop.

The true position of Chinese agriculture is difficult to assess because of the scarcity of relevant statistics but it seems reasonable to assume that hungry bellies will be one of the problems facing Mr Chou when he returns from those African junketings on which he launched himself last December. His purpose was to win African support for the Chinese in their idealogical struggle with the Soviet Union. Chinese propaganda directed at the new nations of Africa has sought to create fellow-feeling by presenting China as, like them, an undeveloped country with anti-imperialist sentiments. Much has been made, too, of the fact that the Chinese, unlike the Russians, are not white.

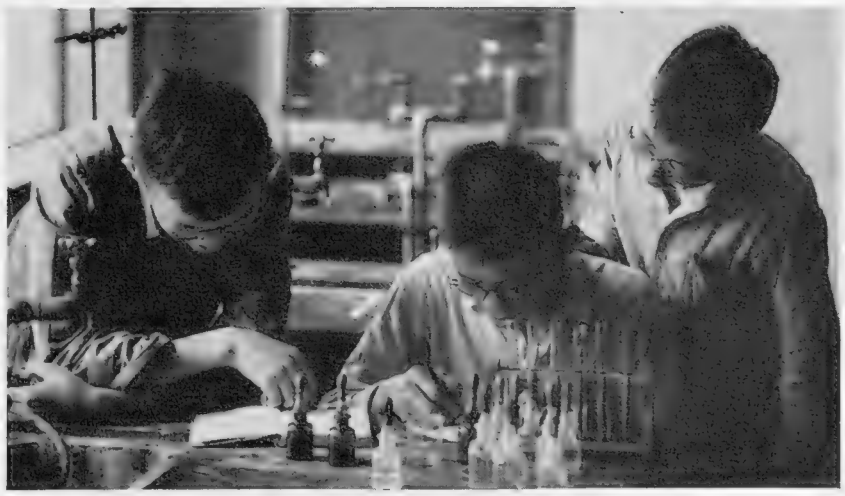
Yet, as Mr Chou's African tour draws to its close, there are indications of better understanding between Moscow and Pekin. Relations have been noticeably warmer since Mr Khrushchev's speech last October in which he said it would be "most reasonable to stop polemics between Communist parties."



Above: Early morning fishermen on the West Lake at Hangchow. The lake, a famous beauty spot, teems with fish
Left: Two of the 418 workers at the Ta Xing ivory carving factory in Canton. Traditional tools are still mostly used
Top: The Square of the Gate of Heavenly Peace in Pekin as young people practise for the October 1 display
Centre: Buses and bicycles in a Canton street. There are few cars—foreign makes imported mainly through Hong Kong

DEPRIVED

photographs by John Massey-Stewart



Above: Students at a secondary school attached to the East China Teachers Training College in Shanghai. Last year 75% of the students went to university **Left:** Sightseers in Pekin's Imperial Palace eat at a snack bar in the grounds

Top: Passers-by gaze at the coming attractions displayed in a cinema foyer, in the Tsarwan workers' living-quarters in Shanghai. Among the films is the old British *The Ghost Goes West*. The quarters were built in 1951 for 12,000 families

CHINA—INDESTRUCTIBLE, AMBITIOUS AND DEPRIVED *continued from pag*

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Irreverence? Or good-humoured affection? Perhaps young China's attitude to religion—exemplified by these visitors to a Buddhist shrine outside Hangchow—has a little of both

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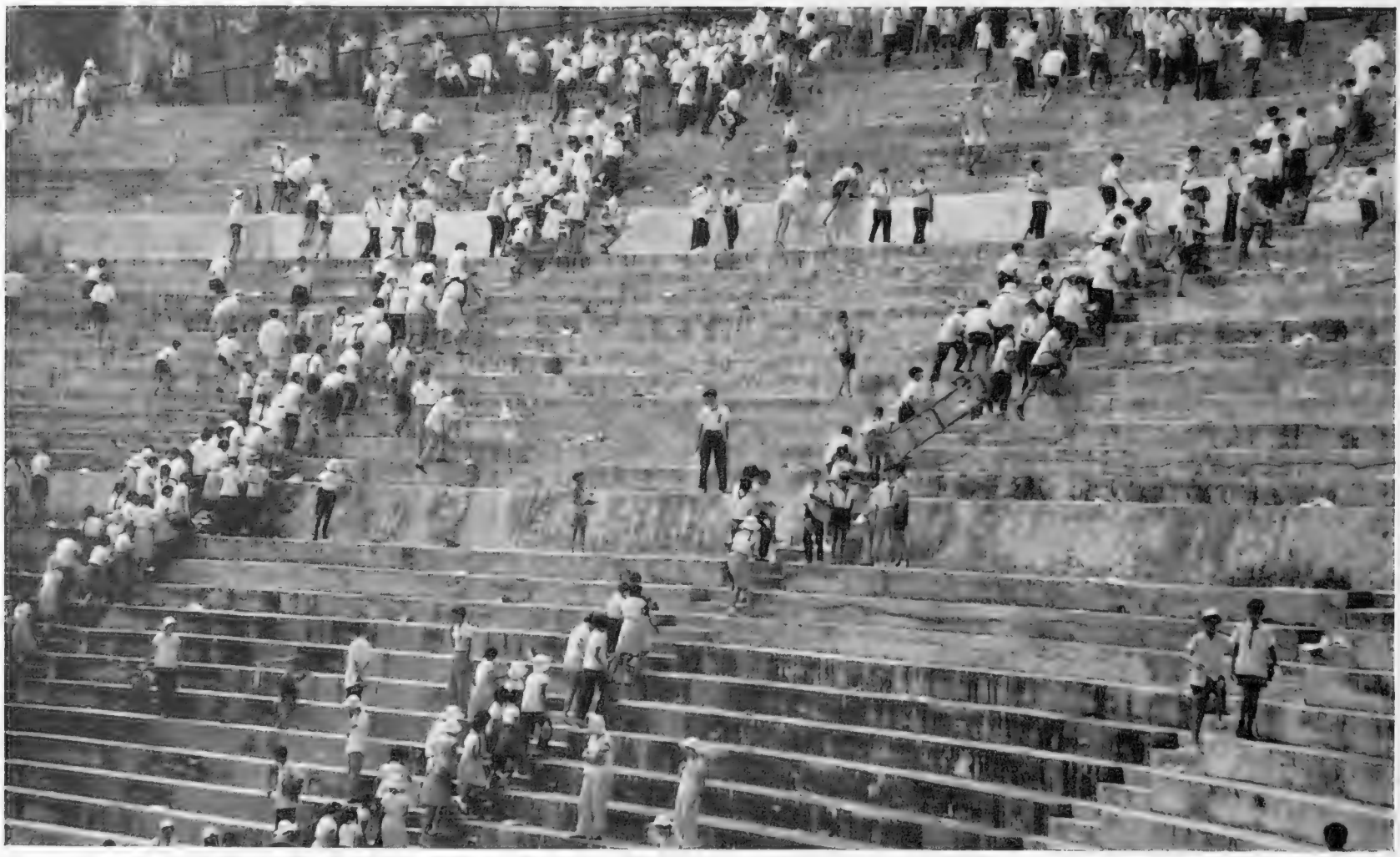
CHINA—INDESTRUCTIBLE, AMBITIOUS AND DEPRIVED *continued from page 131*

Above: Along the old Silk Road to India from Pekin, a camel train plods along past a modern railway. Camels are still much used as beasts of burden

Right: Two young Chinese girls wear the red scarf of the Young Pioneers at a commune outside Shanghai

Far right: The new long-distance railway station in Pekin has a spacious entrance hall and escalators. Possessing in all 16 waiting rooms, the station was built in less than eight months

Below: The huge stone stadium in Canton empties after the parades of the October 1 celebrations. Last year, for the celebrations marking the 13th anniversary of the founding of the People's Republic of China, there were 15,000 participants in the parades and over 40,000 spectators



BRIAN VESEY-FITZGERALD

ODD ABOUT THE OTTER

Fine whiskers and a thick tail make this otter a splendid specimen. They are mainly fish eaters

After Gavin Maxwell's *Ring of Bright Water*, it is a brave, at least a foolhardy, man who ventures to write about otters. So let me make it plain at once that I know nothing about otters, which is precisely why I am writing about them. But I have seen quite a few wild otters in my time. And that I suspect is more than many a countryman can say, hand on heart. When I was a boy, one of my uncles was a keen otter-hunter. He was at one time Master of a pack of otterhounds in North Wales, hunting part of the country which is now hunted by the Border Counties. I was, at an early age, initiated into the mysteries of otter-hunting. This meant that I walked a long way over difficult country, scrambling about the banks of mountain streams. I ate an awful lot of cold baked custard pudding, which, washed down with rum, formed my uncle's iron-ration for the day. I have had a profound distaste for custard in any form ever since: fortunately I was not allowed to touch the rum. And I caught a glimpse, every now and again, of an otter.

Usually, I saw no more than a head; and then only for a moment or two and at a distance, so that I could not always be absolutely sure that it was not a bit of wood or weed. But once an otter left the water only a couple of yards or so from me, ran up the steep rock quickly and easily, as sure-footed as a goat, and disappeared into the brushwood. I was about 12 at the time, but the sight of it is with me to this day: long and dark and shiny like oilcloth. But what I remember most vividly was the size of the whiskers, a great bushy moustache of them, as the otter came out of the water, and the thickness of his tail as he disappeared into the undergrowth. I suppose that I ought to have given one of those tribal war-cries beloved of hunting folk! But I had had a dollop of cold custard and my sympathies were all with that otter.

That remains my closest view of a wild otter. For that matter, the only dead otters I have seen have been in museums: in all the times I have been out with otterhounds, as a boy and on occasion since, I have never seen one killed. I suppose that otterhounds do kill otters, but I wonder how often? Masters of hounds are very secretive about the number of kills they make. Which always surprises me, for I should have thought that, if they are doing the country a service keeping down pests, they would have broadcast their successes and published an impressive total at the end of the season: that it would pay them, in more ways than one, to do so. Fox-hunting I can understand, for the fox is a menace and its numbers must be kept down one way or another. But I have never understood the reason for otter-hunting.

Presumably, the otter is hunted because it is a fisherman: because it does damage in trout and salmon rivers. Granted that otters are mainly fish-eaters: what sort of fish? The answer is any sort, with a strong preference for eels. They certainly have no particular preference for trout or salmon. The notion that an otter in a trout stream will wreck the fishery is absolute nonsense.

I do not know, but I suppose that a good dog otter weighs about 20 lb. (bitches a little less), which means that a dog otter requires about ¾ lb. of food a day. That is not very much. And, remember, predatory animals do not kill for fun nor for the love of killing. It is true that in a confined space (like a fox in a hen-house) they will kill to excess, but this is because they are flustered by the movement all around them. But usually they kill for food; and they do not over-eat. For example, otters will take salmon, and a salmon is much too big a meal for an otter. So, only a portion is eaten and the rest is left on the bank. I have, quite frequently, seen partially eaten salmon on river banks and I can well understand how irritating the sight must be to an ardent fisherman. But really the sight is proof that the otter does not harm salmon stocks. An otter could spend its lifetime on one trout stream without reducing the stock of trout. The fact is that Nature is well able to keep pace with the otter's requirements in the way of food.

I think that an otter does more good than harm to a fishery. First, by destroying eels; eels are certainly not beneficial to a fishery and there seems to be no doubt that eel is the otter's favourite food. And, secondly, by killing the older trout which become cannibals, rarely rising to a fly and wreaking havoc among small fish. Be that as it may, I am quite sure that an otter in the course of a year disturbs a fishery less than does a pack of otterhounds in one afternoon.

But damage to fisheries cannot be the only reason for otter-hunting, because otter-hunting is a summer pastime only, confined to a period roughly from May to August. Otters hunt fish throughout the year. It might be thought that the short hunting season has something to do with the close seasons for fish: it has not. It might be thought that it has something to do with the breeding season of the otter; that there is no hunting at times when cubs might be harried. But the otter has no set breeding season. Cubs may be found in any month of the year: rather more in summer than in winter. It is all very odd.

But then, so is the otter. Mr Wentworth Day has said that " you need not be surprised if an otter turns up anywhere." And I know that Tom Speedy found an otter's tracks in snow on the Monadhliath at a height of almost 3,000 ft. But you do not expect to find one on a small Surrey stream with but a few inches of water, no fish at all, and houses all around. I have not seen this otter myself, but there can be no doubt about it: one has turned up in this neighbourhood. Can it be that the otter is beginning to appreciate (as the fox has already done) the advantages of the urban spread? If so, I shudder to think what is going to happen to the goldfish of Surrey gardens.

OFF TO THE GREEK ISLANDS

BY SYLVIE NICKELS

It was very quiet. Behind and ahead the double row of lights glowed in the warm, black night like street lamps down a straight, empty road. Only this was no terrestrial highway. The slow throb underfoot was that of a ship easing her way at " slow ahead," and the walls on either side of us, 72 feet apart, were not made of bricks and mortar, but of reinforced rock. We were aboard the Bergen Line's *Meteor* and this was the Corinth Canal.

The Isthmus which links the Peloponnese to the rest of Greece is just four miles wide. For the ancients it was an obstacle across which ships had to be hauled on rollers from the Gulf of Corinth to the Saronic Gulf; for the 20th-century traveller, for whom the canal was begun by the French and completed by the Greeks at the end of the 19th century, it is a quicker way of getting from one lot of islands to another.

Two days previously we had been on Rhodes, that little bit of heaven on earth that Apollo claimed as his own, and the farthest flung of the Greek Islands. Next morning we should be gliding past Corfu, squeezing by the Albanian coast. In between we would have crossed the waters of the Aegean, the Saronic Gulf, the Gulf of Corinth and be far up in the Ionian Sea. All these waters are broken by no less than 1,400 islands whose total area of 9,854 sq. miles equals that of a quarter of the entire Greek mainland. One hundred and sixty-six of them are inhabited, and a substantial handful provide ports of call or longer holiday destinations for many thousands of sun-seekers every year.

Farthest from the Greek mainland are the Dodecanese, dancing attendance on the south-west coast of Turkey. Rhodes remains a strong favourite of mine, for the traces of its past and for its glittering present. You get a good feeling of its more recent history from the Sound and Light performances held beneath the old walls of the Crusader Castle. Smaller and quieter, though sharing a similar turbulent history, is Kos, also in the Dodecanese, while more or less in a line to the north, still hugging the coast of Turkey, are Samos, Chios and Lesbos, each larger than the last, each with its overlays of many civilisations. Homer, it is said, was born and taught on Chios, and several hundred years later, St. Paul passed this way.

Spangling the southern Aegean between the Dodecanese and the Greek mainland and due north of Crete, the Cyclades have caught at many a romantic imagination. Mykonos is the most fashionable centre, but there is no shortage of history or legend anywhere on these islands, nor of the picturesque, startlingly white villages. Both Mykonos and neighbouring Delos can be visited on a two-day sea excursion from Athens, and the combination provides a memorable trip. It was on Delos, according to tradition, that Leto gave birth to Apollo and Artemis, and considerable excavations have revealed the great sanctuary dedicated to Apollo and the ruins of a whole dead city. Other island excursions in the Cyclades include Syros, Tinos, Andros, and Paros, one of the loveliest of all.

Farther west still are the islands caught in the Saronic Gulf between Athens and the coastline of the Peloponnese. Aegina, with its well-preserved temple; picturesque Poros; popular Hydra and, just round the peninsula, Spetsae, all can be reached easily by the daily steamer from Piraeus. Northwards, off the Euboean coast, lie the Sporades, little known to tourists, though there will be those who know the island of Skyros through the poems of Rupert Brooke and who will recall that he lies buried here. There are splendid beaches here and on Skiathos, both idyllic places with new accommodation in which to stay.

Northernmost of all the Aegean islands are those off the Thracian coast of which Thasos is the most important, though this glorious spot is still very little known. Finally, there are the Ionian islands, off the western shores of Greece, with famous Corfu and the equally beautiful and lesser-known Cephalonia. Here, from 5,400-ft.-high Mount Ainos, the views to other islands and the mainland are superb.

The possibilities available for visiting the islands today are almost overwhelming. Six of them—Crete, Rhodes, Samos, Lesbos, Lemnos and Corfu—are linked to Athens by the domestic air services of Olympic Airways; in summer, Rhodes and Crete are additionally linked to each other. By sea from Athens, the choice ranges from a day trip to Aegina and Hydra to a full-scale cruise lasting several days, not to mention innumerable cruises setting off from various Mediterranean ports. And then there are the regular local sailings for those who prefer to go island-hopping on their own. A few days in Athens can thus be combined with one of these cruises, or alternatively with a longer stay on one of several of them. Rhodes or Corfu are the most usual partners to Athens on this kind of two-centre holiday, but Oceanways (23 Haymarket, London, S.W.1) have seven other islands up their sleeves ranging from the Dodecanese to Thasos up there in the northern Aegean. Costs range from 123-140 gns for a 15-day holiday, with travel by air to Athens, from three to six nights in the Greek capital, and six to eight nights on the selected island.

Gellatly, Hankey and Co. Ltd., (23 Pall Mall, S.W.1) have also evolved some interesting two- and three-centre holidays; one is to the Sporades with seven nights on Skyros followed by four on Skiathos (15 days from 109 gns); another focuses on the Cyclades, with five nights on Paros followed by four on Mykonos (15 days from 122 gns). Both these arrangements include several nights in Athens and the return flight London-Athens.

An itinerant greengrocer on Mykonos

For continuous cruising accompanied by guest lecturers, there are the long established Swans' Hellenic Cruises (260/261, Tottenham Court Road, London, W.1). This year there are seven, beginning and ending in Venice, all of whose itineraries feature Turkey (two, also the Lebanon or Egypt, and three Yugoslavia), but are largely spent among the Greek islands, including several of the lesser known. Prices, with air travel London-Venice return flight, range from 133-340 gns per person (there is also cheaper dormitory accommodation) and duration is 16 days.

Fairways & Swinford (18 St. George Street, London, W.1) have two fine cruises under the auspices of the Society for Hellenic Travel, also combining Greece and Turkey and accompanied by expert guest lecturers. Lasting 16-17 days, departures from London are March 31 (cruise begins from Marseilles) and September 5 (begins from Genoa); costs, with surface travel London-Mediterranean, are 103-299 gns.

The *Romantica* (Milbanke Travel, 104 New Bond Street, W.1) is also repeating her series of cruises from Venice to the Greek islands, lasting 15 days with 15 ports of call, costing from £109 (ex-London). Hickie Borman (130 Jermyn Street, S.W.1) too, have some fine Greek island cruise itineraries.

For further information on the islands: National Tourist Organisation of Greece, 195-197 Regent Street, London, W.1.

Left: Tourists by the boatload visit the island of Hydra in the Saronic Gulf
Below left: Conversation in the sun on Mykonos where white walls sparkle in the Aegean air

OCTAVE IN THE SKY

Two hotels visited recently at opposite ends of the UK map merit mention. The St. George's, facing the BBC across Langham Place, two minutes' walk from Oxford Circus, opened its doors last month to become the fourth Trust House in London. The establishment has been dubbed the " hotel in the sky " by virtue of its position in the top six floors of a 14-storey building. One of the latest glass towers on London's skyline, this building rises on the site of the old Queen's Hall, of " Prom " Concert fame, and the adjacent St. George's Hall, home of magic, both destroyed during the war. Rooms, all with radio, private bathroom and telephone, are furnished in the best modern tradition, yet retain a cosy quality which modernity often lacks. Prices per person per night for studio rooms are £3 5s—£5; for bed-sitting rooms, £4 10s—£7 10s, and for suites £5 10s—£9, the higher figure in each case being for single occupancy since all accommodation is designed for two persons. Views from the top floor Octave Room restaurant are unbeatable; and so, to judge from my own meal there, is the food (see also Ganymede on page 146).

Five hundred miles to the north, the Craiglynne Hotel at Grantown-on-Spey is not a new hotel but very much a renovated one. A spacious lounge-foyer, a bar built of pinewood, a large restaurant with imaginative colour schemes, give the ground floor a distinctly Scandinavian flavour. Some bedrooms (of which three with private bathroom) are particularly light and airy. In summer pony-trekking is arranged, and the whole region is a splendour for rambling and first class salmon and trout fishing. In winter, daily transport is provided to Cairngorm (45 minutes by road) whose chair lift this season has been supplemented by two new ski tows. Next year, a second connecting chair lift from the car park will eliminate the 20-minute uphill pull on foot to the present lower chair lift station. The Craiglynne has its own Austrian ski instructor this season—plus the first snow-making machine in the district. The curling rink, floodlit at night, is close to the hotel. Full board terms at the hotel range from 12-14 gns a week, according to season. **S.N.**

THE WRITER'S TRADE

136 **The Lonely Voice** by Frank O'Connor: Macmillan. 21s, is a study of the short story, a companion piece to the author's book on the novel, *The Mirror in the Roadway*. Mr O'Connor could properly be called a writer's writer for his literary criticism is both profound enough and, I would like to add, makes good enough sense to appeal to his colleagues in the profession. In the present volume he has specifically analysed short stories by such masters of the form as Maupassant, Chekhov, Kipling and Ernest Hemingway, and he has also emphasised the demands that the short story, by its very brevity, make on the author. In discussing technique he writes of the way in which stories are told in his native Ireland, and as an opening I cannot do better than quote an almost ritual piece of story introduction: "By the hokies, there was a man in this place one time by the name of Ned Sullivan, and a queer thing happened to him late one night and he coming up the Valley Road from Durlas." A book not content merely to be sound but witty withal.

A Phoenix in the Blood by Henry Patterson: Barrie and Rockliff. 16s, is concerned with a problem of our own days. It is a novel about a young man who on leaving the university is called up for National Service in the Intelligence Corps and is posted to Yorkshire on a Russian interpreters' course. When he meets a charming girl up there they form an immediate and affectionate friendship as naturally as might two children. But their case is a little different from most; he is a West Indian and she is only 15. Their story must have a sad ending and this one is indeed tragic. Mr Patterson deals tenderly but unsentimentally with his two characters, and his book is as devoid of banality as of over-emphasis.

A Kingdom for my Horse by B. L. Jacot: Michael Joseph. 16s, tells the story of a small French-Canadian boy and his attachment for an elderly horse who belongs to the local undertaker. His other focus for hero-worship is a rumbustious uncle from the lumber camp who, in local parlance, cuts quite a swathe in the village, admires the ladies extravagantly and finally goes on his way with as little ceremony as he brought to his arrival. This is a simply told tale, not without humour, and an understanding of the way the minds of little boys work.

The Other Woman I Am by Genevieve Gennari: Constable. 18s, translated from the French by Linda Asher. This is the story of a woman in the first year of her widowhood and it is both honest and poignant, relating the adjustments and the first lonely steps that a woman must make when her long and happy marriage is ended by the death of her partner. Madame Gennari writes with sincerity and with an insight into the problems of her personage which is both analytical and gentle. I should think her book would be more likely to appeal to other women than to men, but that is in no sense an adverse criticism.

Russian Science Fiction edited by Robert Magidoff: Allen and Unwin. 25s. It seems that the editor was working under difficulties when he compiled this volume, since he tells us that there are comparatively few short stories in Soviet science fiction, and that even these are at the mercy of those Soviet bureaucrats who decide which may, and which may not, be exported from the USSR. Nevertheless he has been able to give us 11 tales which are fairly representative and which introduce the reader to parallel feats of imagination from a country so different in other ways from our own.

Acting, Acting, Acting selected by Lee Wyndham: Chatto and Windus. 10s 6d. These short stories together with a fragment of biography are designed to appeal to anyone who has a feeling for the stage, whether from the audience's point of view or the actor's. There are stories about failures and disappointments in theatrical life as well as about the rarer successes, and there is a glimpse of the American star, Katharine Cornell, at the decisive point in her life when she discovered that she wanted to be an actress and that nothing else in the wide world would do for her—a decision for which thousands of us have been grateful.

Doctors, Doctors, Doctors selected by Helen Hoke: Chatto and Windus. 10s 6d. This companion volume has been made up of stories, some by little known and some by distinguished writers, such as Pearl Buck and Sinclair Lewis, all of which deal with the actual work of medical men. There is a good story, *The Country Doctor*, by Don Marquis, and another worth reading by MacKinlay Kantor, called *The Witch Doctor of Rosy Ridge*. Altogether an amiable choice and not one to whiten the cheek or bead the brow.

The Penguin Thelwell, The Penguin Brockbank, The Penguin Hoffnung (4s 6d each) are recent issues, and very amusing additions to the Penguin list. Thelwell is the artist whose plump little girls and plumper ponies are a constant delight, and who shows by the variety of this collection that he has an eye to the humour of many other situations. Indeed, the section on the hopeful fantasies of house agents is as funny as anything in the book. Brockbank's wit is of another type and is often concerned with motor cars which the artist endows with positively human characteristics. As a poet has said of him:

"If it's horse on courses then Munnings your man;
If it's cheetahs your best's Pisanello;
If it's dogs, Cecil Alden . . . or ducks Peter Scott;

CAST IN HEROIC MOULD

Lord of Beasts by Robert Easton and Mackenzie Brown: Andre Deutsch. 25s.
James Lithgow by J. M. Reid: Hutchinson. 30s.
Travel by Dark After Arnhem by Graeme Warrack: Collins. 21s.
Dardanelles Patrol by Peter Shankland and Anthony Hunter: Collins. 21s.
Fatherless Families by Margaret Wynn: Michael Joseph. 25s.
New Trends in Pensions by Michael Pilch and Victor Wood: Hutchinson. 40s.

Was there ever such a Jones as Buffalo Jones? This extraordinary man, who came to manhood at the time of the American Civil War, bestrode western America like a colossus. His two biographers, Robert Easton and Mackenzie Brown, present the main elements of his remarkable story in *Lord of Beasts*. If anything, Messrs. Easton and Brown are so overawed by their hero that they almost admit that Buffalo Jones is too much for them, as he constantly breaks loose from the background in which he is supposed to fit, snapping his bonds like a Gulliver. Anyway they have produced a biography full of pace and drama of this man who began by taking his full share in the destruction of the buffalo herds of North America and who ended by fighting tooth and nail for their preservation. This Zane Grey hero did many other things; he founded a city, became a pioneer builder of railways and of irrigation projects. Buffalo Jones embodied in many ways the spirit of the west; but he does not emerge as a very happy or a very human character. Perhaps anyone who tries so hard to subdue the world of nature pays such a price.

Also cast in an heroic mould is the figure of James Lithgow, who did so much for the Scottish shipbuilding industry in its years of distress, crisis and confusion. J. M. Reid's biography of this master of work is written in deep admiration of a Scot and an individualist whom the people of Port Glasgow and the Clyde will not quickly forget, and whom Britain has cause to remember for his work as a Lord of the Admiralty in control of shipbuilding and repairing when we were on the edge of defeat in the years after 1939.

The Battle of Arnhem, that abortive thrust at the vitals of Germany, produced many acts of heroism, but none greater than those achieved by the Dutch Underground Army who aided and abetted so many of our men along the perilous escape routes. Graeme Warrack, who was Senior Medical Officer of the 1st Airborne Division, dedicates his book *Travel by Dark After Arnhem* to the Dutch men and women who formed the underground army, and Prince Bernhard of the Netherlands fittingly writes the foreword. Colonel Warrack, after evacuating the wounded from Apeldoorn, hid in the hospital where he had worked, and then broke out to try to reach the British lines. His journey makes a thrilling escape story and, as an eye-witness account of the Arnhem battle, this book has both interest and importance.

In *Dardanelles Patrol* Peter Shankland and Anthony Hunter have recalled the exploits of a famous British submarine, the *E11*, which in May, 1915 operated in the Sea of Marmora in support of the Gallipoli campaign. How *E11* got into the Sea of Marmora, through 30 narrow, tortuous, well-defended miles of channel, was a near miracle; how she stayed there and sustained the battle demanded not only courage and skill, but an almost continuous test of those qualities. Challenging the whole Turkish Navy on its home ground *E11* actually entered the harbour of Constantinople, the first hostile warship to do so in 500 years.

What a valuable social document Margaret Wynn has produced in *Fatherless Families*. There is no doubt the fatherless family, whatever its walk in life, is usually set apart by being poorer, lonelier, worse housed and less secure than other families. There are 785,000 children in

But for motor cars—black, red or yellow— . . .
The Punch pen of Brockbank is second to none."

Hoffnung's speciality was, of course, the musical instrument, as fancifully portrayed as possible. He was splendid too with conductors, and there are some hilarious pages dealing with the genus in his book. A trio as inexpensive as it is amusing.

The Devil Wore Scarlet by Dulcie Gray: Macdonald. 12s 6d. Miss Gray, who has the concurrent careers of actress and thriller-writer and is a success in each field, takes a strong line when she deals with murderers. For instance, in her new book the prospective corpse is a particularly unattractive fellow, over-fond of the bottle and of other people's wives. Justice, however, having to be done, and Miss Gray being highly aware of this precept, the identity of the person who removes Mr Cohen from life must be discovered, and in the discovering a lively, sufficiently ingenious book is born.

Crime in Whispers by Clifford Witting: Hodder and Stoughton. 15s, is a workmanlike detective story and murder mystery with a rural setting and a logically developed plot. There are occasional infelicities of style as when a woman is described as being old before her time and " with dark rings under her eyes from sleep lost through acting as midwife to farrowing sows ", but in the main the story rattles along satisfactorily enough and has at least one very neat twist.

Nothing to Lose by Robert Charles : Robert Hale. 10s 6d, is about a man with a lust to kill and a savage nature temporarily charmed into quiescence through his marriage to a beautiful woman. A spy organisation comes into the story and there is more than usual violence. Fairly rough and ready in the writing but with some effective moments. **Vernon Fane**

Britain in this depressed group, and social welfare planned on their behalf is it seems completely lacking in co-ordination. Margaret Wynn's plan for sorting out the existing muddle is to create a Fatherless Child Allowance payable whether the father is honourably dead, whether he has gone away with another woman, or is not married to the mother; and she urges that the pension should be at least as much as is now paid to a foster mother. Margaret Wynn has made this study on behalf of the Council for Children's Welfare, and if it could be implemented it would mean, of course, that those tens of thousands of children reduced to the poverty line of National Assistance would have a new and infinitely brighter prospect.

In the same field of pensions, but covering much wider ground and in the private enterprise sector, is an authoritative work by Michael Pilch and Victor Wood, *New Trends in Pensions*. The authors are both directors of companies forming part of the Noble Lowndes Pension Service, and it is their aim to show the various avenues open to company directors and company secretaries in devising schemes suited to their own businesses. As private pension schemes frequently have to interact with national schemes the authors have provided an admirable final chapter on national insurance practice. **Richard Edmonds**

THE RELUCTANT PEER *at the Duchess*

THE point of this new play by William Douglas-Home, the Prime Minister's brother, is that it is concerned with the manoeuvres by which an Earl, chosen to be Tory Prime Minister, renounces his title and fights a by-election. Written with the author's usual brand of upper-class humour, it is a lightweight piece. It stars Naunton Wayne and Sybil Thorndike (top) as the Reluctant Peer and his wife, and Frank Pettingell as the butler and Imogen Hassall as the young CND daughter (above).

Photographed by Tom Hustler

LEADERS OF BRITISH INDUSTRY: **A. J. MARR**

At their Annual General Meeting last October, the Shipbuilding Conference elected as their President, Mr Allan James Marr, chairman and managing director of Sir James Laing and Sons, Ltd., Sunderland. Mr Marr succeeded Mr Alexander White, deputy-chairman of Lithgows, Ltd., who was elected President of the Conference two years ago and had completed his term of office. Mr Marr is a member of the third generation of his family to be responsible for the direction of Sir James Laing and Sons Ltd. The firm was established in 1793, and is the oldest shipbuilding concern in Sunderland. Born in May, 1907, and a native of Sunderland, Mr Marr was educated at Oundle, and at Armstrong (now King's) College, Durham University, graduating B.Sc. in Naval Architecture. He served his time with Joseph L. Thompson and Sons Ltd., which, like his own company, became associated with the Sunderland Shipbuilding, Dry Docks and Engineering Co. Ltd. Group, and are now part of the Doxford and Sunderland Shipbuilding and Engineering Co. Ltd. He joined the family firm in 1933, becoming managing director five years later. He is a director of the Doxford and Sunderland Company Group and of the associated companies. Mr Marr is a member of the Executive Committee of the Shipbuilding Employers' Federation, and on two occasions has been chairman of the Wear Shipbuilders' Association. He is also a Fellow of the North East Coast Institution of Engineers and Shipbuilders, a member of the Council of the Royal Institution of Naval Architects, and a member of the Research Council of the British Ship Research Association. He is a member of the Royal Thames Yacht Club, Royal Ocean Racing Club, Royal Northumberland Yacht Club, and President of Sunderland Yacht Club. He is a life member of the Durham County Rugby Football Union. Mr Marr is married and has one son and two daughters. His recreations include sailing, shooting and fishing

STOCKTAKING IN STEEL

by The Sphere Industrial Correspondent

If, as the British steel industry hopes, it begins to benefit during the second half of this year from a private investment boom in Britain, its own capital investment won't be contributing much to the upsurge. In 1962 it invested about £200 million in new plant: last year only around £100 million; this year, it expects, about £70 million. On the other hand, if it also begins during the second half of this year to suffer from a government bent on nationalisation, as it half fears, one of the arguments that said government signally won't be able to level against it will be that private steelowners have failed the nation by not providing enough capacity. During 1964 the industry hopes that the very brisk recovery of recent months will develop into a continuing growth of demand for steel. Even so, its optimism at present implies a production of only about 24½ million ingot tons this year; and by end-December its annual capacity will be about 31 million tons.

A Labour government coming back bent on steel nationalisation in the mid-'60's, that is to say, will have to realise that it lives in a different world from that of the late '40's. From the end of the war until the middle '50's, it was possible to argue that steelmakers (in other countries as well as Britain, nationalised as well as private) were failing to invest in extra capacity fast enough to keep up with the growth of demand. From five years of war following upon a decade of depression, it had been difficult for them to adjust to developed societies in which the domestic consumer as well as industry was beginning to go in for large-scale steel-consuming capital investment (which is what motor cars and kitchen equipment really amount to); backed, incidentally, by underdeveloped societies crying out for investment projects tending, when they could be financed, to require large imports of steel too.

In about 1959-61, along with many other shortages, the pressure on steel capacity in Britain and Europe disappeared (it had gone about five years before in the United States, which in some years since then has operated at little more than half of its rated steelmaking capacity; and some of the underdeveloped countries were beginning to produce their own bulk steel too). It so happened that by then British industry in general had embarked on a genuine investment boom; this included the steelmakers, who had become converted to expansionary views in a big way. The last and still current development plan of the Iron and Steel Board provided for an increase in capacity to 32 million tons, which was in any case to allow a considerable margin of spare finishing capacity. Some steelmakers—including one or two who now accuse this government-appointed board of pushing the industry into too much expansion—went even further in their ambitions, and would have liked even greater expansion then than the board approved. By the time that the extra capacity decided upon in that plan came into commission, the industry was working below capacity, with a margin of slack that grew until the middle of last year, though it has since been partly taken up.

Britain today, then, is very comfortably off for steel of almost every kind, and could probably provide for all the demand that growth at Neddy's ideal rate would generate without much extra capacity between now and 1970. There is no obvious stick for a *(continued on page 140)*

Right: A tangle of light as a 15-inch slab is gas-cut at the County Durham works of Consett Iron Co., Ltd

STOCKTAKING IN STEEL *continued from page 139*

Tapping alloy steel from an electric arc furnace at the Atlas Works, in Sheffield, of Firth Brown Limited. **Right:** In the making of steel it's men who matter most, men like these two operatives at the Gowerton Steelworks of Richard Thomas and Baldwins, Limited

An open-hearth furnace at the steelworks of John Summers and Sons Limited, near Chester

Labour government to belabour it with in terms of investment or capacity.

What about efficiency, and progress in technical innovation? It remains true that steel productivity has not increased at a very rapid rate considering the £1,700 million that has been ploughed into new plant in recent years. But very little of the latest plant has ever yet run at anything approaching full capacity, which is when one would expect the new machinery's advantages to come out; when it is run under capacity, this extremely expensive plant can indeed mean higher operating costs than the old plant it replaced.

The world's heavyweights in steelmaking, among which Britain (fifth after the United States, Russia, Japan and Germany) can perhaps still count itself, have all at times since the war been reproached for not inventing some of the new techniques that have made most impact—notably the L-D oxygen steelmaking process developed in Austria and patented in Switzerland. Their answer, fairly enough, has been that most of such techniques developed first as answers to the particular problems of the country concerned; it was only later that the wider possibilities of some of them were recognised and they have become generally adopted. This is probably an adequate answer, when Britain for example can *(continued on page 142)*

STOCKTAKING IN STEEL *continued from page 141*

142 show that by the mid-'60's about 24-25 per cent. of its steel will come from oxygen convertors, against perhaps 20 per cent. of world steel production (much of which has been built up pretty recently). That is not to say that in all British steel firms research and development expenditure is adequate or development properly organised and sufficiently innovatory; but the average is not bad by comparison with the other major steelmaking nations.

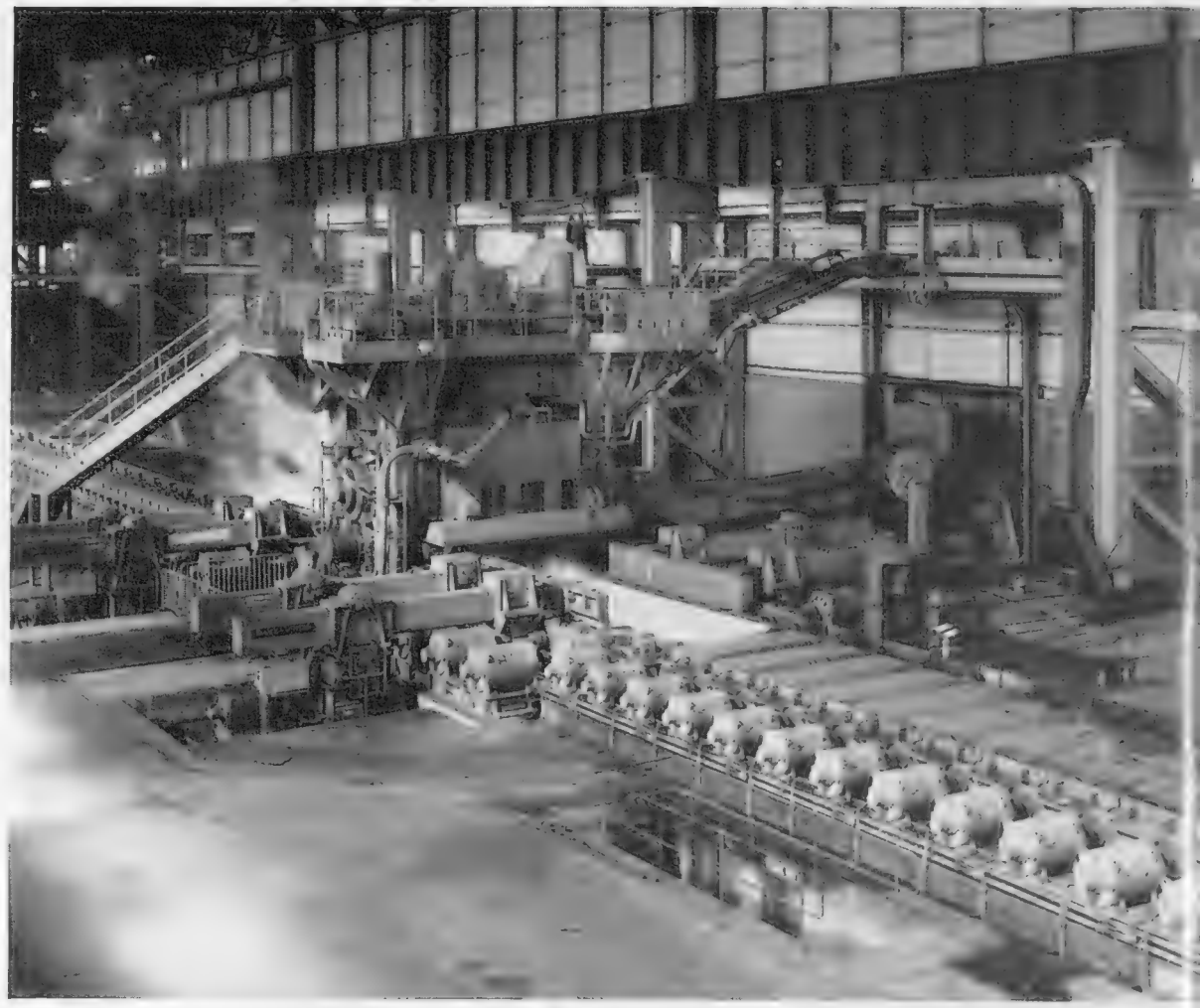
Although its level of capital investment can come down from the very high levels of 1961, moreover, the British industry can point to a fairly high continuing rate, most of it going into saving costs on steel rather than on expanding capacity. That is more than can be said across the Channel. In the European Coal and Steel Community the slackening of internal demand (never as deep as in Britain) plus more bitter competition in export markets, actually induced steelmakers at one time last year to cancel more new projects than they put forward. The European steelmakers, therefore, were theoretically engaged in "disinvestment," not investment.

The British Iron and Steel Federation, at the turn of the year, was inclined to put this more sorry experience abroad down to the fact that in a world steel surplus, Europe has suffered more than Britain because its price system is more vulnerable to cutting. In Britain the Iron and Steel Board sets maximum prices for steel, and producers, by informal agreement, take these as minimum prices too; effectively, therefore, there is almost no price-cutting. Some low-priced imports were imported by re-rollers (steel fabricating firms that do not make the crude steel themselves) in 1962 and last year. The chosen British solution to this was for larger steelmakers to take them over and operate them as captive mills that could not disturb the price peace.

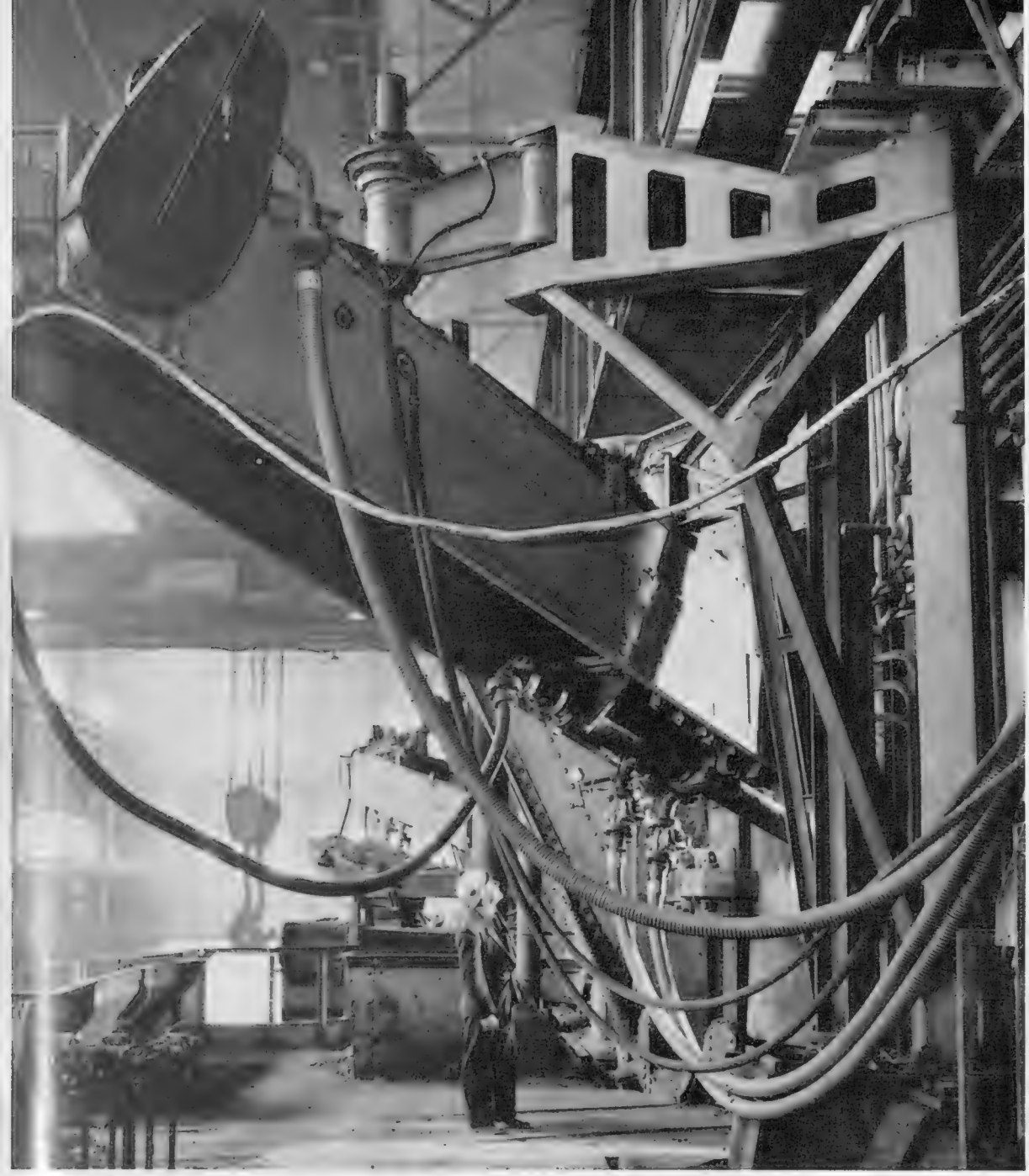
The federation, like the industry's official overseer, the Iron and Steel Board, is ruefully aware that some 18 months ago it was looking forward with apparent glee to joining the European pricing system that has since proved so vulnerable, and even to adopting it before Britain joined (as it then seemed likely to join) the Coal-Steel Community along with the Common Market. Britain didn't; the steel industry, on reflection, decided a price system like the European was a bit more complex than it had assumed; now it is congratulating itself on a lucky escape. This does not necessarily make its own proposed solution to the problems of world steel surplus and widespread dumping —a world steel conference—any more constructive than Europe's unhappy attempts to increase tariffs on imported steel. But so far Britain has at least not suffered from low-priced competition to the same extent.

A Labour government looking for economic grounds upon which to complain about the present performance of the steel industry, therefore, will have to find wholly other grounds than those on which it argued in 1939. (One recent brave attempt at justifying nationalisation in the '60's seemed pretty often to be harking back to arguments that had their main relevance in the '30's, not even the '40's.) The area of economic performance upon which the industry is vulnerable, and is at present under some pressure of investigation, is in its concerted pricing and internal levy-subsidy policies. The Restrictive Practices Court, which starts from the assumption that unrestricted competition is right unless demonstrated otherwise, has recently been looking at the industry's scrap pricing agreements, and will this year begin to consider its policy of making maximum prices into minimum prices as well.

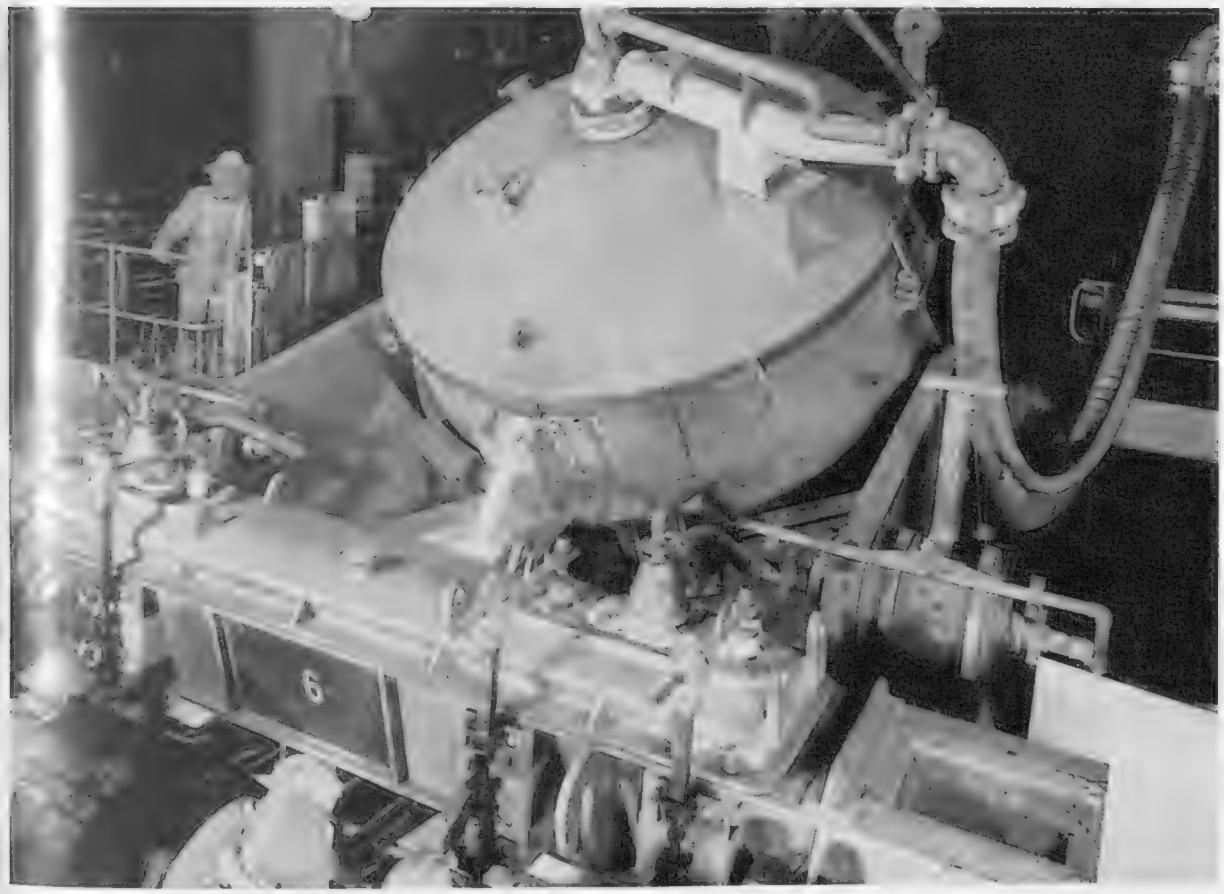
Whatever the Court's verdict, it remains true that these are policies that have been blessed by Government supervisory bodies (and were not discontinued during the short time that the industry, at the end of the '50's, was indeed nationalised). Nor are these policies, which believers in purely competitive private enterprise may consider monopolistic, very effective grounds for complaint by a party committed to turning the industry into a publicly owned monopoly as such. The practical problems of the '60's are turning out to be pretty different from those of the '40's and early '50's. But it remains equally true that the Government, as well as the industry, needs to concentrate on the real marketing, operating and development problems of this industry—with which the nature of its ownership has relatively little to do.

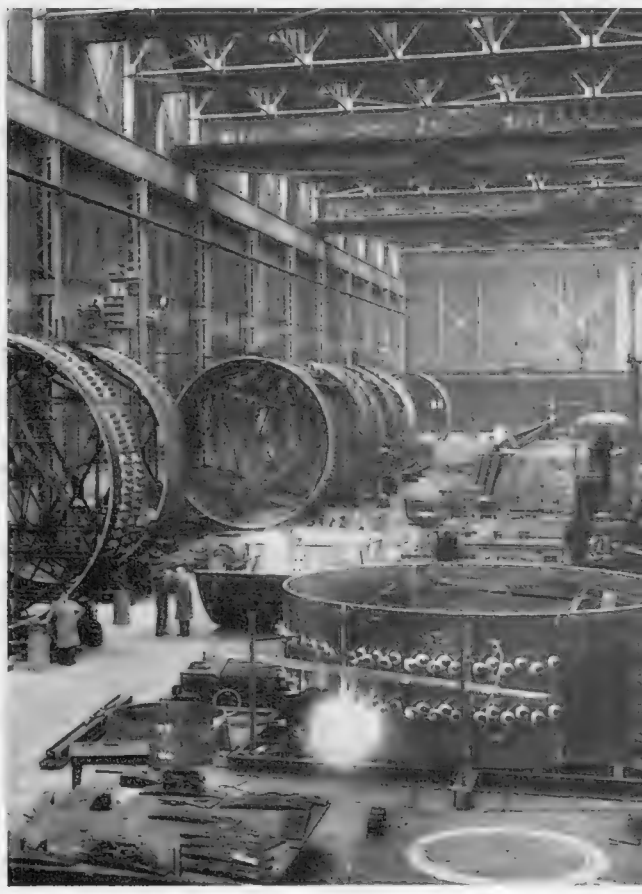


Above: This 4-High Plate Mill, built by Davy-United at the Clydebridge works of Colvilles Ltd., can produce between 8,000 and 10,000 tons of plate steel a week



Left : Oxygen blowing on "F" furnace at the Lackenby Steelplant of Dorman Long
Below: Motor vehicle components made by Guest Keen and Nettlefolds
Bottom: Ring sections for nuclear power station boilers are fabricated at the Dalmuir works of Babcock and Wilcox





Above: Ninety tons of molten steel start to pour from the casting plant of the Appleby-Frodingham Steel Company

Left: Magnetic crack detection of a steel casting at David Brown Industries, Penistone

Our business has continued to expand

In the course of his statement to shareholders, Mr. Harald Peake, the Chairman of Lloyds Bank Limited, said

Our business has continued to expand. The amount of money entrusted to us by customers is 7.3 per cent greater than at the end of 1962. The amount which we have lent to customers is 13.7 per cent higher than a year ago.

During the year a further 99 branches and sub-branches have been opened. Against this background of expansion we have had to meet an increase of 3½ per cent in salaries and other working costs have continued to rise. As a result, profit for the year at £4,788,351 is slightly lower than that for 1962. A total dividend of 10 per cent for the year is again recommended.

Progress during 1963

The demands for overdraft and loan facilities were well maintained. Increased calls upon us have come both from personal customers and from all sections of industry and commerce.

Lloyds Bank (Foreign) Limited has had another year of good progress and has opened a branch in Zürich. The head office of the company will shortly be moved to 100 Pall Mall, S.W.1. The name of the company is being changed to Lloyds Bank Europe Limited.

In 1963 we have received a higher return on our hire purchase investments.

Staff

The opening of so many new branches in the last few years has brought earlier promotion to many younger men and the expansion of our Executor and Trustee, Overseas and Registrar's Departments has also created new opportunities.

The thanks of the shareholders are due to the members of our management and staff, who have all worked hard and well as members of an efficient team.

Expansion of Exports

As early as 1947 we decided to depart, to some extent, from the tradition that banks do not engage in lending for long periods. Finance for export sales on credit extending over several years was not then available from any other financial institution.

During the last ten years we have provided approximately £150,000,000 of medium-term finance for a varied and impressive list of exports of a capital nature.

This, of course, does not include the very substantial figure of normal loans and overdrafts to manufacturers for the production of goods for export where the terms of payment are of a regular short-term character.

The Raw Material of Banking

The time is approaching when, in order to maintain their stock of raw material, the banks might find it necessary to pay higher rates for time deposits. Even if this should necessitate some adjustment of lending terms, the cost of bank accommodation in this country is still likely to continue to be lower than it is abroad.

Economic Growth since 1961

The facts do not support the widely held view that the restriction of home demand at the time of the 1961 crisis was responsible for a long period of stagnation.

In the middle of 1961 output per head was very little higher than at the beginning of 1960; yet over those eighteen months hourly wages had risen by nearly 10 per cent. Our ability to hold our own in export markets was being progressively undermined by inflation, and with it our hopes of future expansion.

By May 1962 production had already regained the peak level reached before the measures of July 1961. It appears that output per head in the third quarter of 1963 was more than 5 per cent higher on the year. Meanwhile, the rise in money wages had been moderated. It is surely no coincidence that it was only in 1962 that the trend of British exports turned upwards again.

Since 1955 manufacturing wage costs have risen more in France and Germany than in the United Kingdom—a situation which would have seemed highly improbable two years ago.

Looking ahead

There seems little reason to doubt that our economy will continue to expand in 1964. Any doubts about the outlook stem from the risk of the recent healthy expansion developing, once again, into an inflationary boom. The critical decision for the authorities will be the level at which any further expansion in total demand should be prevented.

With business confidence improving, private investment is expected to be higher in 1964, though it should not reach boom proportions. A real investment boom, superimposed on the growing demands on our resources from consumers and the public sector, could easily set up fresh inflationary pressures.

If these can be avoided, if the natural desire for increased incomes, whether in the form of wages and salaries or dividends, can be contained within the limits of the increased output, then the prospects of full employment and a further rise in the standard of living are good.

The text of the statement by the Chairman has been circulated to shareholders with the report and accounts for the year ended 31st December 1963. Copies are available on application to the Secretary.

The Annual General Meeting of Lloyds Bank Limited will be held on 14th February, 1964. at the Head Office, 71 Lombard Street, London E.C.3.

LLOYDS BANK

For good and helpful service

INDUSTRY AND THE STOCK MARKET

AUTOMATION

By The Sphere City Correspondent

In Britain automation is a pretty elusive animal—everybody talks about it, worries about its social consequences, puts it into their political programmes, but it is very difficult to find any actual examples of it, with wires, and cutting tools, and punched tapes, and no one working. The nearest, apart from some of the oil and chemical plants, is probably the £150 million Spencer steel-works of Richard Thomas and Baldwins. But this has been open for 18 months, and there is certainly no rush of successors. And, in fact, Britain is probably moving more slowly than anyone (apart from the Italians) in industrial Europe.

The implications of this for the advanced technology companies are clearly seen in the recent upheavals of the overcrowded computer field, and particularly in the Stock Exchange performance of International Computers and Tabulators. Shareholders who bought at the peak of its growth-stock popularity have lost more than half their money in the last 18 months. And even now the price rests more on a few words of qualified optimism from the chairman, Sir Edward Playfair, than any clear evidence that the corner has been turned.

A few years ago we had more computers per head than any of our Continental competitors, whereas now both France and Germany outmatch us three to one. So it is hardly surprising that companies like EMI, Ferranti, and the Leo offshoot of J. Lyons have found it impossible to stay in the computer business, between the inexorable international pressure of IBM and the vast indifference of their native customers. Ferranti, with Atlas, developed the fastest and most powerful machine in the world, but ended up with a loss of nearly £6 million.

As a result, the industry has now rationalised itself into three main units—ICT-Ferranti-EMI, English Electric-Leo and Elliott-Automation, the strongest of them all, standing alone, apart from its useful connection with the American National Cash Register firm. In this form it should be strong and stable enough to survive. But are there any grounds for expecting a return to the glowing promise of the late '50's?

One such factor could be the Skybolt fiasco, and General de Gaulle's loudly trumpeted intention to "go it alone" with missile and nuclear development, for it is through government encouragement in these sectors that the American industry has acquired its overwhelming strength. The British Government, on the other hand, has in the past tended to buy its technology ready-made and overseas. This situation is now beginning to change fairly fast (and the setting up of Elliott's Space and Weapons division is only one indication of the trend).

Elliott's chairman, Sir Leon Bagrit, though probably the most vigorous proponent of the pure automation gospel—automation as an entire new philosophy of industrial organisation—has also most successfully come to terms with the present rather unsatisfactory situation. Half his computers—of which he is the largest British producer—now go overseas, and many of those that stay at home are being tailored to such non-industrial uses as weather-forecasting, flight and traffic control and various scientific, economic or medical outlets.

On the so-far limited industrial front, the ARCH system developed by Elliott for RTB looks distinctly promising in the short-to-medium term. It consists of a series of "modular" units, which can be built-up piecemeal to form a complete control system—giving a cautious manufacturer the chance to experiment on a small scale with a few machines, rather than committing himself immediately to an expenditure of several million pounds on a fully automated factory. This should go well, as the expected 1964 upsurge in capital investment gets under way. And, in the longer term, Elliott has great hopes for the commercial applications of the "Fire Brigade" air interceptor system it is trying to sell to Nato.

ICT is the specialist in office automation. Its formerly predominant punched-card side has been running-down very rapidly, and its advanced equipment, mostly out on rental, has yet to make much contribution to profits. But if modern methods have any future at all in Britain, it is hard to see how the present price can look anything but cheap on the five-year view.

A more immediately profitable concern, however, is Lamson Industries, which has carefully kept itself only on the fringes of the cut-throat computer business. Its old-established interests in form-printing and pneumatic tube systems led naturally into devices for printing out computer calculations, feeding in information, and ferrying the results to the appropriate destinations. And the firm's very strong British position has just been substantially strengthened by an important Canadian link, with the Moore Corporation. April should see reports of yet another record year's trading.

A Stake in Automation

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Elliott 5s	42s 9d	2·2%	2
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Lamson 5s	28s 6d	3·4%	1·9*

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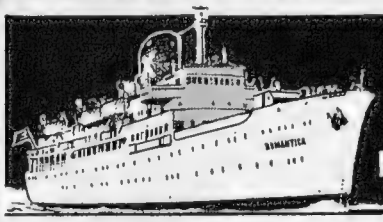

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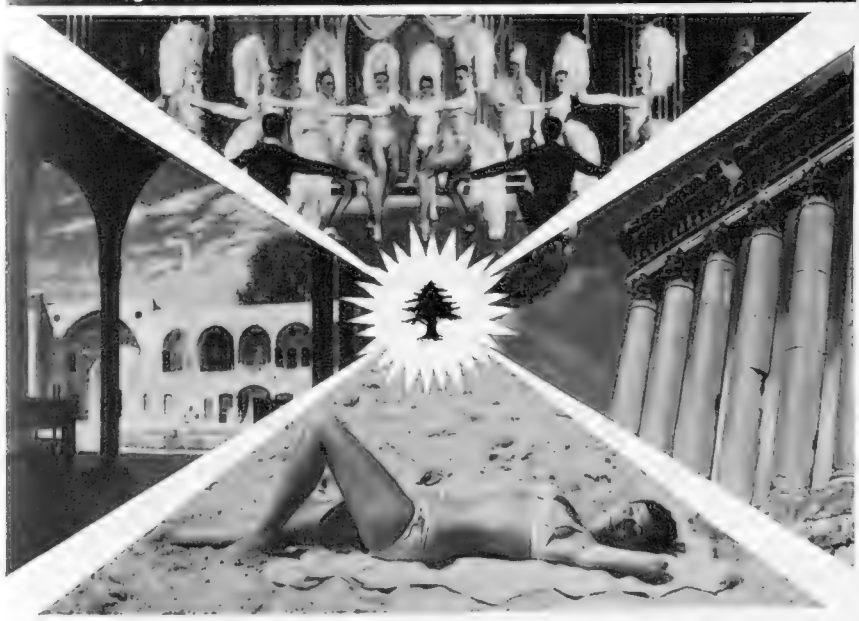

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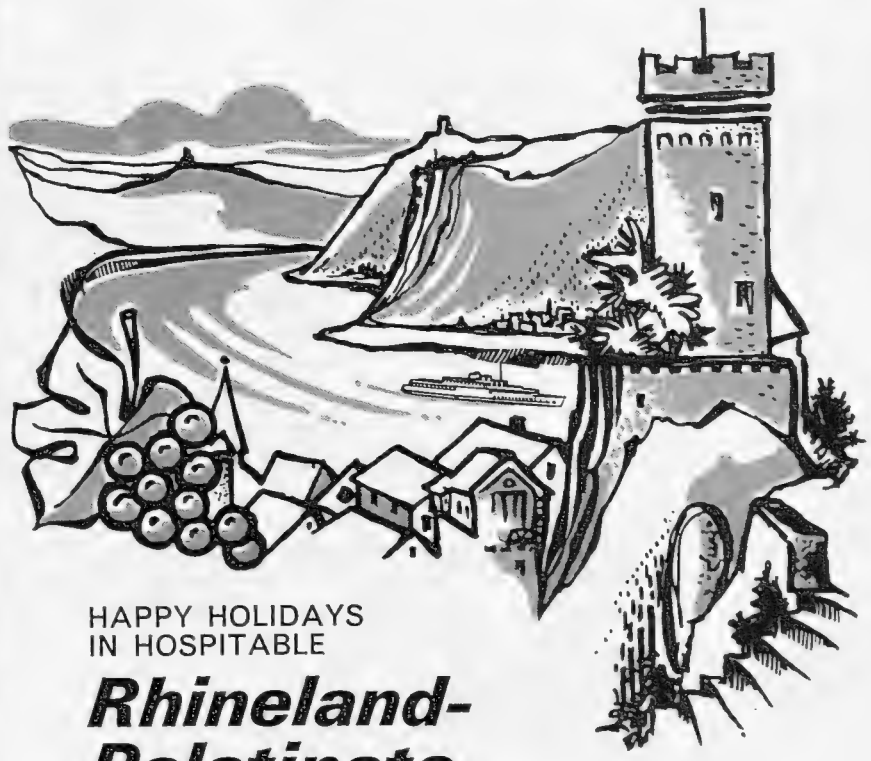

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GOOD LIVING

by Ganymede

I am reminded of unforgettable enchantment of many years ago when, spellbound in the old St. George's Hall, as a boy I would watch the great Jasper Maskelyne perform some of his fascinating feats of magic. The performances between 1905 and 1933 when the hall was bought by the BBC (it was destroyed by bombs in 1941) that were put on by the famous partnership of Maskelyne and Devant at St. George's Hall were an essential part of the London scene of those years. To be reminded of one's early youth, as powerfully as I was the other day, cannot fail to make an impression.

I was taking luncheon in the Octave Room, the restaurant of London's newest hotel, the St. George's. There was only the transparency of a huge plate glass window between us and the panorama of London stretching away to the west. I felt as if floating in mid-air, above the bustling world. The scene below appeared detached, and yet familiar and intimate as it faded into the winter mist. Without thinking, I said " This is magic " to my companion. Then I realised: Of course it was magic. It could not be anything else, for, many floors down, the old ghosts of Maskelyne and Devant must be still at play: the new hotel rises skywards from the ground where once stood St. George's Hall.

But, fancy and nostalgia apart, there is magic in the new hotel and restaurant, designed with rare imagination. It is truly an hotel in the sky, for it occupies only the top of the building. It does not matter that there are another eight floors underneath, used for other purposes, the hotel begins 95 feet above street level. It begins there, yet it does not. For it is in fact an hotel turned upside down. This may sound odd, but it is true. Hall porter, reception, bar, and the restaurant, called the Octave Room, are at the top, and instead of going upstairs to the bedrooms, one descends. To avoid confusion which might be caused if the floors were numbered upside down, they are marked by letters of the alphabet, from A to E, downwards. In the lift, which takes you up 14 floors in a few seconds, the entrance floor on the top is signalled by the letter "R," which presumably stands for restaurant and reception. If one reads the top three letters displayed in the lift, upwards, it spells " bar," and, of course this is true too, there is a delightul bar at the top with windows looking east and west.

The kitchens which serve the magic Octave Room are on the same level, and I feel sure that nowhere else do kitchen porters enjoy such a view as this while peeling carrots or potatoes. The chef de cuisine, M Victor Carrara, a native of Thiers, near Vichy, who comes from the Mirabelle and the Talk of the Town, probably directs the highest kitchen in London. He directs it well, if my lunch is anything to go by. The Pâté Maison was truly home made, full of flavour and of the right consistency; the Châteaubriand, which came well garnished, melted in the mouth and the Gâteau St. Honoré from the trolley was delicious, exactly as it should be. With this I chose the 1953 Château Rausan Ségla, which would do credit to anyone's cellar. The wine list is an example of not only good selection, comprehensive without being too lengthy, but also of reasonable pricing. Considering the out-of-this-world ambiance and the high standard of cooking and service the prices are very reasonable. For example the grande marque Non Vintage Champagnes, of which there are three out of ten listed altogether cost less than the price in a little Chelsea bistro I know. There are 21 clarets listed ranging from 16s for a decent Médoc to the first growths of a good vintage at 55s. These examples will give an idea of the rest.

The menu of the Octave Room is imaginative. In addition to a wide selection of classical and other dishes always available, there is an ever-changing short list of suggestions. The day I was there, these included Tripe à la Façon du Chef. The prices vary, but the rest of the menu is not priced, three dishes can be chosen for a three-course meal, without any restriction, this costs 27s 6d. I am going back to the Octave Room soon, for dinner next time, to see what the old magic will produce after dark.

Above: The food is as good as the view at the Octave Room restaurant, perched 140 feet above street level at London's new St. George's Hotel
Right: Monsieur Victor Carrara in his kitchen. It is probably the highest kitchen in London. Details of room prices of this new Trust House hotel are given by Sylvie Nickels on page 135

MIDLANDS MATTERS

by The Sphere Midlands Correspondent

Environmental engineering is a subject about which we are likely to hear a great deal more. If not, it will certainly not be the fault of Professor J. Kolbuszewski, appointed to lead the newly formed Department of Transportation at Birmingham University. Like the School of Highway and Traffic Engineering, which he has headed since its foundation eight years ago, the department breaks new ground; it is Britain's first of its kind. But the school was an offshoot of the Civil Engineering department; the new department, incorporating the school, is, significantly, independent within the Science Faculty.

Professor Kolbuszewski, an active, articulate 48-year-old Pole, took a pre-war civil engineering degree at his home town university, Lwow, and a post-war degree at Imperial College, betweentimes fighting with the Polish, French and British armies. Although primarily a civil engineer, his devoted work on traffic and associated problems has made him a convinced adherent of planning on a much wider scale. If the vehicle problem is to be solved, he believes, it will be necessary to plan future living with the aid of architects, sociologists, physiologists and others—not merely civil and traffic engineers. Hence environmental engineering.

In a recent thought-provoking talk to the People and Cities conference, Professor Kolbuszewski by inference took a sideways swipe at Marples, Beeching and Buchanan, all of whom he thinks too narrowly based in their approach: " Although efforts are being made to put separate problems dealing with environment, transportation and economics under the magnifying glass, no comprehensive plan exists for this country. . . .

" Techniques of surveys and their analysis are now sufficiently advanced for a systematic attack and provision of an overall solution, and they should replace the methods of *ad hoc* treatment of individual factors involved."

With a man of such originality at its head, the department should produce some interesting projections of how we may be living in 30—or more—years' time.

Relations in industry

The National Joint Industrial Council of the hosiery trade probably counts itself fortunate to have secured the services of such an experienced industrial relations expert as Mr John Maslin, director of personnel in the steel tube division of Tube Investments. He looks after 20,000 employees in 20 companies, is on the main TI board, a Fellow of the Institute of Personnel Management (president in 1960 and 1961), and a member of the British Institute of Management. He began his career with Dunlop Rubber and after the war joined TI, where his qualities were early recognised; since then his area of responsibility at TI has been steadily enlarged.

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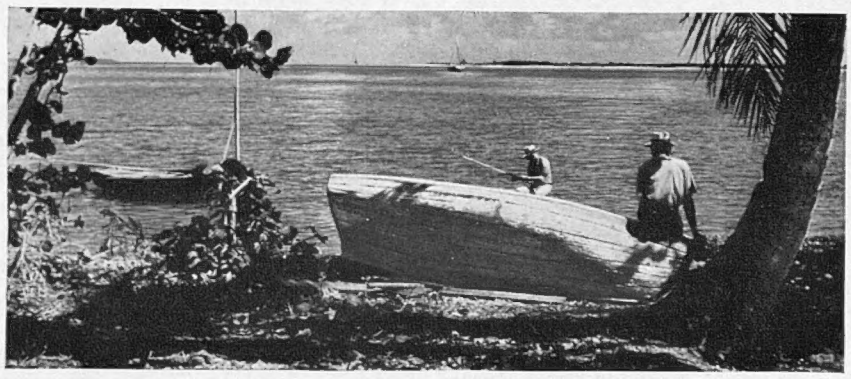

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DANGER ON MOTORWAYS

148 The startling report on M1 fatalities by Professor William Gissane and Dr John Bull, of the Birmingham Accident Hospital, shows quite clearly that while Britain's first motorway offers greater freedom from accidents, relatively, than our general-purpose roads, there is a much greater risk of being killed or seriously hurt when you *do* crash on M1; and that lorries are the big menace.

One of the most disturbing features of this *British Medical Journal* report, which analyses accidents involving 76 deaths in the motorway's first three years, is that 22 of the fatalities were caused "under circumstances which, according to the regulations, should not have occurred." Which shows that, however good the road, you can't afford to leave the human element out of account.

Thirteen of the fatalities discussed were caused by vehicles crossing into the opposing carriageway. In one of them it was difficult to establish whether the crossing was due to a nervous illness or a deliberate act. Another fatal accident occurred to the occupant of a car in collision with a lorry which deliberately crossed the central reservation to the opposite carriageway. Two fatal accidents came when cars entered the motorway in the wrong direction.

I think M1 is a splendid highway and that Britain needs more roads like it, but next time I drive along it, probably cruising at 80 m.p.h., I shall not be able to ignore the dramatic reminder given by Gissane and Bull that at any moment a car coming the other way might charge across the central division and run slap into me at a closing speed of possibly 150 m.p.h. It would perhaps be a good thing if we all carry with us, as we drive along, mental pictures of what could happen if we or other road users do something silly. I have long thought that drivers equipped with vivid imaginations have a better chance than most of keeping out of danger because they seem able to anticipate trouble with a surer instinct.

It is to be hoped that as a result of the Gissane-Bull report the Transport Minister will speed up his plans for an experimental crash barrier on M1 and for the use of remotely controlled illuminated signs on motorway bridges to give drivers plenty of warning that some kind of hazard lies ahead. Mr Marples must also pay serious attention to the doctors' plea for maximum and minimum speed limits and a ban on lorries using the fast lane.

The Racing Car Show

A big attraction at Britain's fifth Racing Car Show, which opened at Olympia on Wednesday and continues throughout next week, is a display of sprint cars which has been given a very appropriate name: Wheelspin Wonders. It consists of six dragsters of the type which will be seen in action in Britain on a big scale next September if Mr Sydney Allard gets the success he deserves with plans to stage an International Drag Festival.

Dragsters were "invented" in the US, where they form a flourishing branch of motor sport, and Britain did not get its first taste of drag racing until last autumn when two ace American exponents of drag—Mickey Thompson and Dean Moon—flew a couple of dragsters over for demonstrations. For this sport a straight track a quarter of a mile long is used. The roaring, rearing monsters race singly, against a stopwatch, or in pairs against one another. They have their powerful engines mounted as far back as they will go, to give the best possible adhesion, and the driver sits almost on top of them.

Mr Allard is arranging for ten cars and three motorcycles to be brought over for his September Festival by the National Hot Rod Association of America, and there will be 30 machines in all competing at each of five events to be staged in different parts of the country during a span of only three weekends.

The Racing Car Show, which is giving a big boost to this Festival idea, has again been organised by the British Racing and Sports Car Club and sponsored by the *Daily Express*. It is the biggest yet held and demonstrates in a very impressive manner that motor sport in Britain is not only very healthy but Big Business. You have only to look around the Show to appreciate this, for apart from the actual builders of sports cars, the 75 firms exhibiting include specialists in performance conversions, engine tune experts, makers of special bodies, accessory designers and manufacturers of special motoring clothes, including those made of the choicest leather.

The centre of interest for many, however, is the "paddock display" of racing cars through the years (from 1899 to 1963) and the impressive assortment of Grand Prix cars dotted about the Show, including the Climax-engined Lotus 25 in which Jim Clark won the 1963 championship.

Two-pedal Sunbeam Alpine

Now that the 1964 Sunbeam Alpine sports two-seaters have fallen into line, greasing points have been entirely eliminated by the Rootes Group from all their Hillman, Singer and Sunbeam models. The really big new claim made for these attractive cars, however, is that with Borg-Warner Model 35 automatic transmission now offered as an optional extra at £90 12s 6d, the Alpine becomes Europe's first two-pedal 1½-litre volume-production sports car.

So the cult of the self-changing gearbox takes another step forward: this time in a field of motoring populated by a type of driver who was formerly supposed to be unswervingly addicted to manually controlled ratios. But wait a minute! The day has long passed when sports cars were bought only by dashing young bloods out to impress their girl friends. Sports cars, both open and closed, are often to be seen inching towards city centres with staid, middle-aged businessmen in the driving seat. And if the much more potent Aston Martin DB5 optionally offers an automatic gearbox, why not the Alpine?

A factor which has undoubtedly influenced both Lord Rootes and Mr David Brown in deciding to make two-pedal sports car motoring available to their customers is the high degree of over-riding control and useful engine braking offered by the latest Borg-Warner box. Low and middle gear can both be engaged and held at the will of the drivers by means of a selector lever which in the case of the Alpine is of special design and centrally mounted on the transmission tunnel instead of on the steering column.

The 1964 Alpines—which are attracting much attention at the Brussels Show—have restyled rear wings and a new front grille. Revised front and rear lamp clusters also improve the car's appearance and it is now available in a wider range of colours. Other improvements include rubber inserts in the bumper over-riders, a flush-fitting, quick release filler cap of the hinging type, re-rated coil springs, improved telescopic dampers, a compound cast-iron exhaust manifold and the new Solex automatic dual-choke carburetter for the 1,592 c.c. engine.

The sports tourer, which has winding windows and a hood which folds away out of sight, now costs £12 more at £852, tax included; and the price of the *gran turismo* hardtop has gone up by £13 to £913.

Cost of the 1964 Sunbeam Alpine GT hardtop is £913. Automatic transmission—an optional extra—adds £90

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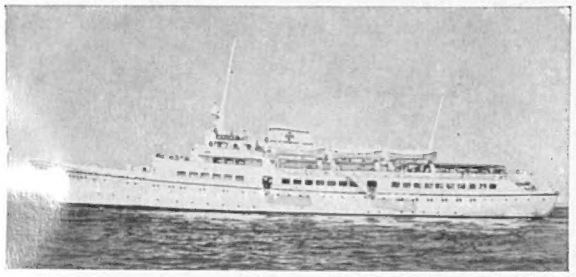

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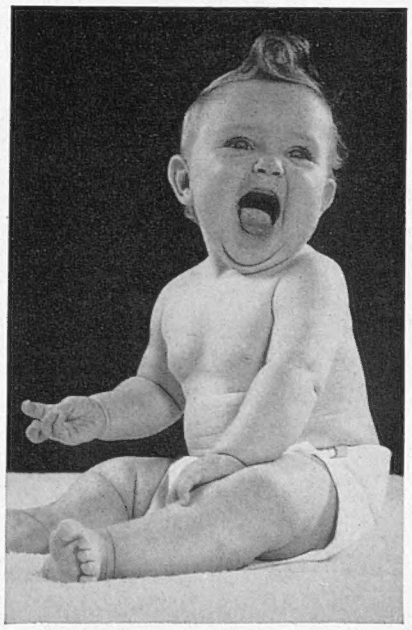

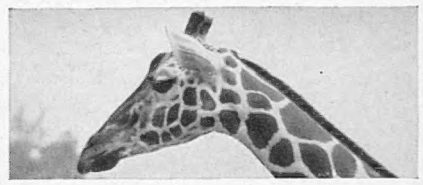

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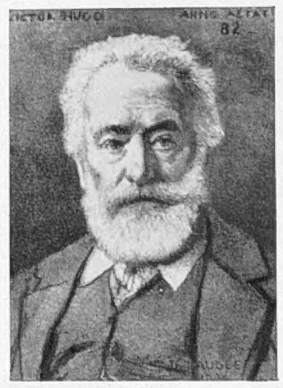

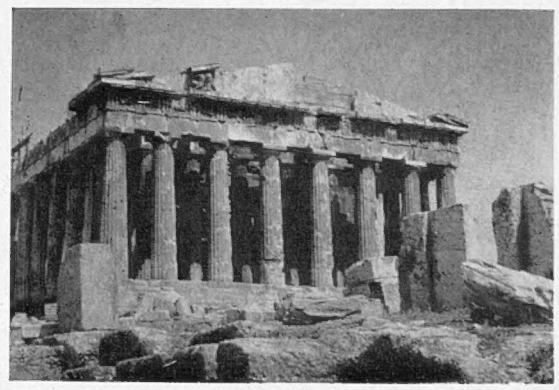

What can king-sized smokers buy these days for two silver coins?

Pure gold at 4/6 for twenty

King-sized cigarettes of golden tobacco—finest Virginia—in the gold box from the house of Benson and Hedges, Old Bond Street, London.

BENSON and HEDGES
13, OLD BOND STREET, LONDON, W.1